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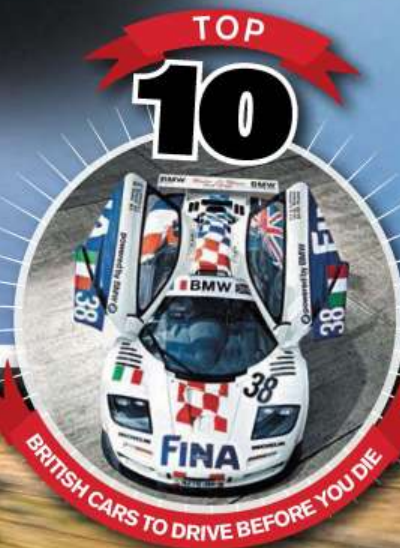
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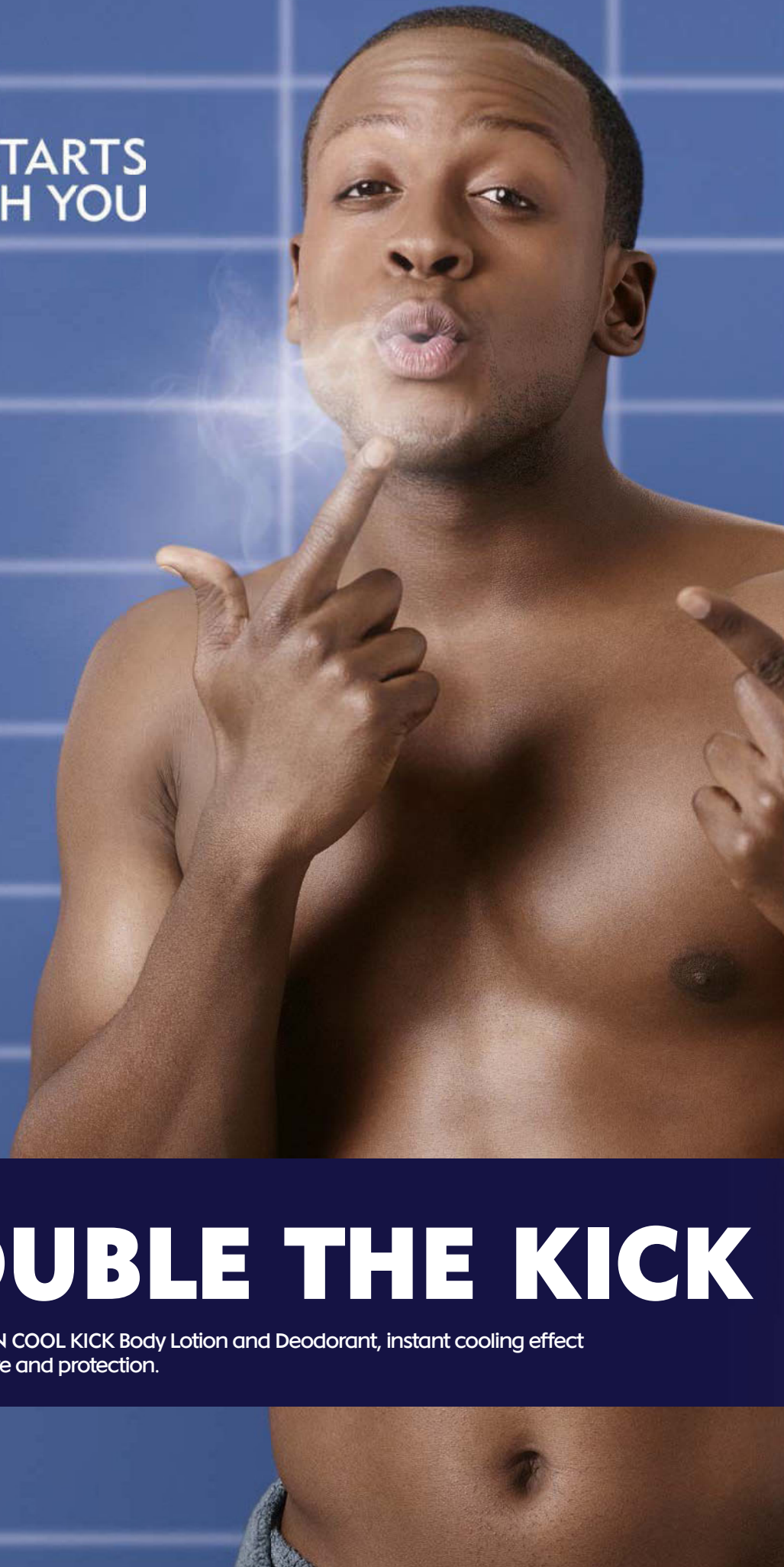
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↓
'Fine, fine... everything's fine!' Just the Ed scraping along on 22-inch alloys in a R1.9m SUV thing

REMEMBER THE MOMENT clearly, a group of us staring at the pre-production Jaguar F-Type at its international reveal some three years ago, muttering our comparisons between it and the Ferrari California, the Corvette and other random supercoupes. All within earshot of Mr Ian Callum, he who himself penned it, being the Director of Design for Jaguar. His is an impressive and long CV, so when

he then strode over to mingle with the misguided Zaffer journos there was an air of tension so thick you could bludgeon it with a brick. Ian chuckled, then agreed with us saying 'it's human nature, we pick up lines of familiarity in a design, it's how we evaluate every new shape or surface we come into contact with.' Well I wonder how he felt when the new Kia Sorento was minted looking an awful lot like Jaguar's upcoming F-Pace SUV. Is it a copy? Most likely not. The truth is

that to build an ugly car costs just about as much as it does to build a stunner, and let's not forget the man with the design chops at Kia is the celebrated Peter Schreyer. Which, I think, helps explain why the next generation Sportage concept looks swooshier than a Porsche Macan, and as far as I can tell comes with 30 inch alloy wheels. Thirty. On a soft-roader. Now, any other month I would yell 'STUPID!' but something has since changed. It happened on the launch of the new Mercedes-AMG GLE Coupe 63S where we were invited to try out its off-road capabilities. Let's ignore its gratuitous 430kW/760Nm for a moment and instead focus on the fact that we gobbled up plenty of kilometres worth of gravel, mud and I suspect cow crap, along the sort of farm roads you'd prefer venturing down in vehicles marked Land Rover or Cruiser or CAT, on 22-inch rims. Twenty two! On a mud-plugging 4x4! That's just eight less than next year's Kia. I joke.

Back to that Schreyer chap, being design overlord of the Hyundai/Kia group means he's undoubtedly had his hands on our cover car, the Hyundai Tucson we recently sampled in the Canary Islands. Mr Callum would forgive me for stating that its bold new hexagonal grille, especially the way its chrome bezel surround butts up against the headlamps reminds me very much of the new Q7 by Audi, Peter's old company. But in truth the Tucson more closely resembles its predecessor, the Hyundai ix35. Those are big shoes to fill, but we reckon the new car is more than capable of championing its segment the third time round. Looks great, too.

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This month: british cars to die before you drive



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INSIDER.

Cars, people, scoops, motorsport, analysis: the month according to *TopCar*

Dino V6 stars in new Ferrari generation

Radical plan includes mid-engined compact and outrageous gullwing-doored FF – all spun off one modular platform. **By Georg Kacher**



A NEW WAVE OF Ferrari sports cars are coming, with new chairman Sergio Marchionne having sanctioned a compact, mid-engined 'Dino' powered by an all-new V6 engine. The Dino will be the newcomer to the re-energised prancing horse stable, which will be built on an all-new components set and share a revamped engine line-up.

Having bent Fiat and Chrysler to his will, Marchionne will lose no time streamlining the complex and in places inefficient Maranello operation. Critical to this will be the new modular vehicle architecture, which will cater for all future models bar LaFerrari-style carbonfibre hypercars. This flexible architecture will continue Ferrari's aluminium spaceframe approach, and will likely be introduced with the second-gen California in 2017.

Thanks to advanced bonding techniques and a cleverly re-engineered body in white, weight will come down by up to 200kg. The parts kit can accommodate six, eight and 12-cylinder engines, in a front- or mid-engined position; the electronic platform and suspension are pooled too. This so-called AFM kit not only helps cut development and purchasing costs, it also introduces a new level of production flexibility, and makes limited run specials easier to implement.

FXXK and 488 point the brand in an even sportier design direction – more radical and with track-focused aero. The 2017 California MkII will be significantly lower, meaner and more dynamic in appearance and character too. The best-selling Ferrari will retain its folding hardtop, which loses weight and stacks more efficiently. In addition to the turbocharged 3.9-litre V8, Marchionne may grow Ferrari's reach with a less expensive California powered by the new 2.9-litre twin-turbo V6.

The comeback of a six-cylinder Ferrari engine is the cornerstone of project Dino. In the wake of Lampredi's straight-six, Jano's first-generation V6 and Rocchi's 2.0- and 2.4-litre V6 units, this will be the brand's fourth six-pot effort and the first since 1974.

It might seem logical to arrange the cylinder banks of the V6 and V8 engines at a common 90deg angle, but research is also looking at an F1-style wide-angle 120deg V6 which would push down the centre of gravity. While Alfa has pegged its top-of-the-line V6 at 375kW, Ferrari says that 600 horses (441kW) are perfectly feasible – and that's before adding the kick of electric assistance, or E-chargers to provide lag-free electric turbo boost.

The V6 is made to measure for the Dino which will be anything but a cheap Ferrari. Pooled with the completely redesigned 488 replacement, the reborn Dino is a compact mid-engined two-seater which sits on a shortened and slightly narrower platform. It's 120mm shorter, sports slimmer overhangs, a low roofline and various drag-cutting elements. Different lights, bumpers, wheels and ▶



doors further differentiate it from its V8 sibling. Those in the know claim that the V6 model, which may be badged 486, looks butch and aggressive rather than sleek and elegant like the original launched in 1965.

A Dino was blocked by ousted CEO Luca di Montezemolo, but Marchionne has said the baby Ferrari is not a matter of if but when. The new chief is looking for ways to expand the prancing horse range, while staying true to the brand's sports cars ethos; an SUV is currently off limits. According to suppliers, the Dino's V6 will be available with 335 and 447kW. The modified V8 would be rated at 507kW, and at 537kW for the 488 Challenge/Special. V8-engined cars may also get a 112kW boost from an electric power pack. While E-chargers may well be standard on future turbo engines, plug-in hybrid variants also get a recuperation system, a high-performance battery pack and zero emissions running. A third, lighter option could be 26kW mild hybrid assistance.

Plans for the next flagship Ferrari are fluid. A lesser version of LaFerrari without E-pack has been discussed but not approved. Instead, the engineers are said to be preparing a secret model for the brand's 70th anniversary in 2017. This project, referred to by some as LaFerrarina, is loosely based on the platform of its \$1m-plus stablemate. It is allegedly less extreme in design and concept, with a greater production run of perhaps 1947 units. No word on whether this car would run the V12 or combine a turbocharged V8 with the next-generation E-power unit.

As for the front-engined V12 flagship, the Maranello

Ferrari: the new wave



2016 F12 GT
596kW F12 GT (650 units only) already being privately showcased to customers



2016 FF facelift
Big changes include new rear end and V8 option



2017 California Mk2
Mk2 cabrio introduces new flexible aluminium platform



2017 LaFerrarina
Less extreme and exclusive LaFerrari to mark brand's 70th birthday



2018/19 Dino
Compact two-seater with all-new V6 mounted amidships



2020 FF Mk2
Still four seats and 4wd, but with stunning looks and innovative doors



2021 F12 replacement
Still front-engined, but could adopt V8 hybrid power



2021/22 488 replacement
Twinned with Dino, but running 507kW V8

decision-makers contemplated replacing it with a mid-engined V12 coupe/spyder, or adding such a two-seater as a fifth model line. A smaller frontal area and a mid-mounted engine's superior dynamics would help directly compete with Lambo's Aventador SV. But customer feedback told Ferrari to stick with the engine up front. Although turbocharging the V12 would easily yield 746kW and more, an eco-conscious faction favours a plug-in hybrid fusing a V8 with a boost battery, for prodigious grunt and 50km of electric-only range. Like its sister models, the next F12 is going to be an even more dramatic looking piece of kit – narrower, lower, shorter, a mix of muscle and high-end GT.

The 4wd FF wagon will evolve sooner rather than later. Next year's facelift brings an entry level V8 edition and a redesigned rear end with a less upright tailgate, a sleeker roofline, new lights, and bumpers with sharper contours. 2020's completely new Mk2 FF, which also uses the AFM matrix, breaks with tradition in more ways than one. It's again front-engined and four-wheel drive, but rumour has it that the V12 will be replaced by a more economical twin-turbo V8. There is talk of a stunning, revolutionary body design with full-length gullwing doors and no B-pillars: think Maurizio Gandini's Bertone Marzal. Some

kind of avantgarde door concept is a cert. Again shaped by design maestro Flavio Manzoni, the silhouette should encompass a shorter-nose, longer-roof coupe with a mildly extended shortback rear. No, this is not the first four-door Ferrari – the 1980 Pinin concept takes that trophy. But it is the first four-seater from Maranello which treats all occupants with equal courtesy.

From Ferrari's *blu* period

Prancing horse gives way to prancing spider as new 488 swaps tin top for, err, folding tin top... and forgets to put its red coat on. **By CJ Hubbard**

PERHAPS THE most surprising thing about the new 488 Spider is Ferrari's choice of a nuovo Blu Corsa reveal livery, rather than a traditional red. That it is faster, stronger and more efficient – both aerodynamically and petrochemically – than the 458 Spider it replaces goes without saying. Though the degree to which it achieves these things certainly earns some appropriate gasping.

The new 493kW twin-turbo 3.9-litre V8 is 74kW more powerful than the 4.5-litre naturally aspirated V8 it replaces – resulting in 0-100kph in 3.0sec, 0-200kph in 8.7sec and a 327kph top speed. The structure is 23%

stronger, which means it now exactly matches the torsional rigidity and beam stiffness of the 488 GTB coupe. Yet the Spider is 25kg lighter than before, produces 15g/km less CO₂, and is being lauded as the most aerodynamically efficient Ferrari drop-top ever.

Key tech includes 11 different aluminium alloys, second-gen Slide Slip Angle Control System, clever underfloor vortex



It's more efficient than 458, but 11.4ℓ/100km and 260g/km CO₂ won't win any Greenpeace awards. Might win a group test or two though

generators, and blown spoilers directly influenced by Formula 1. The rear deck gets a new ridged engine cover and a pair of flying buttresses, supporting a rear window that can be lowered through three positions to better let the carefully massaged engine note into the cabin, regardless of whether the retractable hardtop is stowed – a process that takes just 14 seconds.

First public sight comes at Frankfurt in September. We suspect it's going to cost a fair amount so best come wearing a suit.



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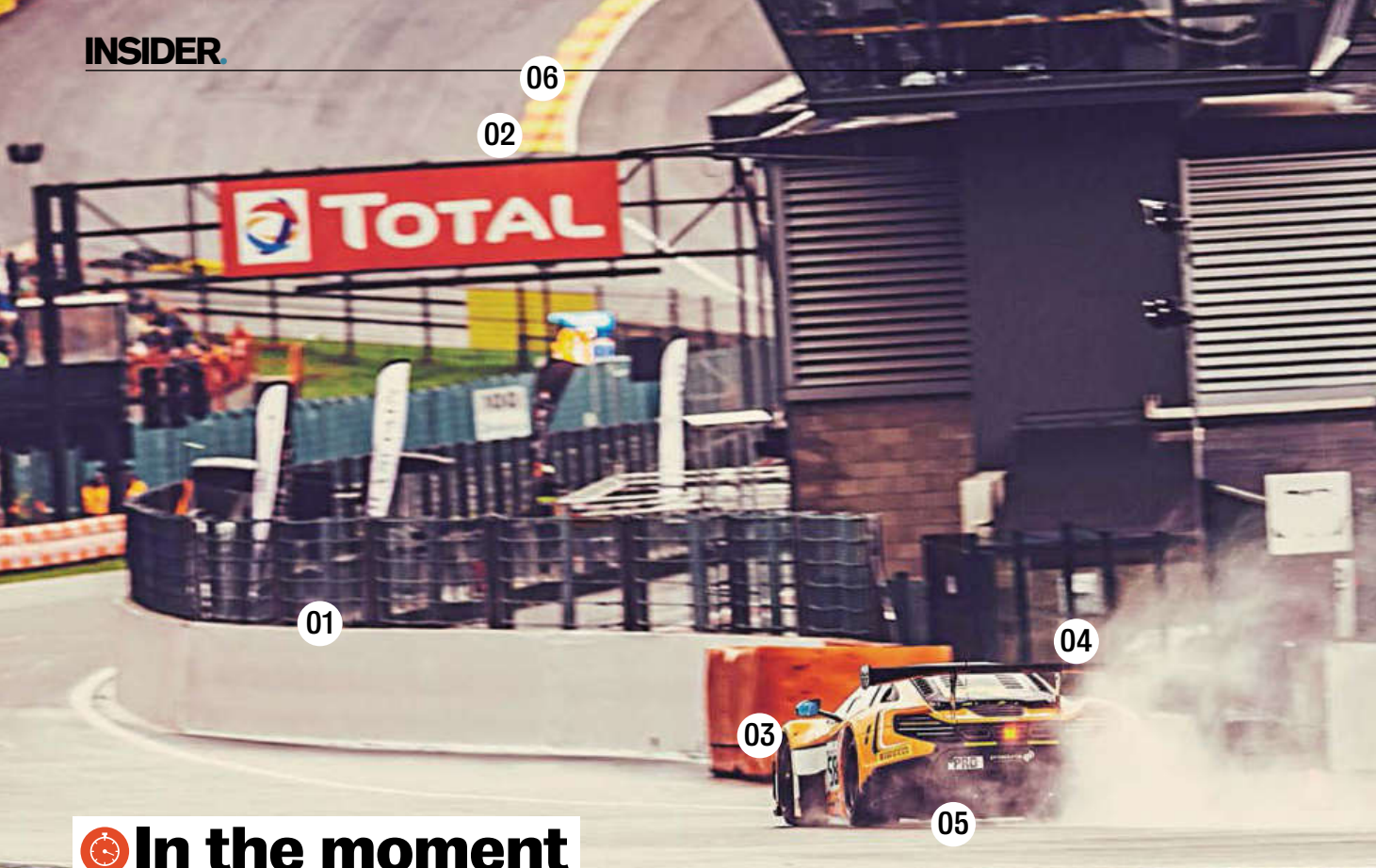
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In the moment

Piloting a GT3 car through Eau Rouge

McLaren GT ace Kevin Estre on blitzing racing's most infamous corner

- | | | | | | |
|---|---|---|--|---|--|
| <p>01</p> <p>'Stay as close to the wall as you can'</p> <p>This is the start of the Blancpain 24 Hours of Spa. I qualified in second, 0.017sec off pole position. Despite the rain I made a good start and passed the leading Audi R8 for the top position. On the run down towards Eau Rouge you run as close as you dare to the old pitwall, to set yourself up for the corner.</p> | <p>02</p> <p>'Your line and timing are critical'</p> <p>You turn left, then right, then run up the hill. You have to be aggressive with the first turn, the left, and use a lot of kerb. Now the most important part; the transition. Turn too early and at the crest the car will understeer; you'll run out of racetrack and you'll have to lift-off.</p> | <p>03</p> <p>'A good set-up is important'</p> <p>To be able to take Eau Rouge flat, as I did in the dry in qualifying, the car has to be perfect. You need mega downforce but you also need the damping to be right otherwise the car will bottom-out in the compression at the foot of the climb. If you don't lift-off you'll spin.</p> | <p>04</p> <p>'Trust in the downforce'</p> <p>Last year's 12C was strong on the straights. The 650S has more drag but also more downforce, so it's faster through high-speed corners and more stable under braking. The feeling through Eau Rouge, with the downforce pinning you to the track, is amazing.</p> | <p>05</p> <p>'Be in the right car – the 650S is strong'</p> <p>The 650S is close to the Audi R8 and the BMW Z4, though the BMW seems more powerful this year. The fastest cars on the straights are the Ferrari 458 Italia, the Lamborghini Huracan and the Nissan GT-R Nismo. They are really difficult to fight in traffic.</p> | <p>06</p> <p>'We need a good run onto the straight'</p> <p>It is a challenge to pass the [invariably slower] gentleman drivers when they are in a Ferrari or a Lamborghini. The cars have ABS, so they can brake almost as late as us. At Spa my teammate had an accident with a gentleman in a Ferrari and we lost 20 laps...</p> |
|---|---|---|--|---|--|

NEW CAR DEBRIEF > INFINITI Q30

1 Falling with style – looks like Infiniti is finally in danger of building a car people might want to buy. The new Q30 is a sharply styled premium family hatchback, targeting the Audi A3, BMW 1 Series and Volvo V40. This is the way to expanding market share.

2 Not a Nissan – while the Q30 will be built by Nissan Sunderland, it most definitely is not based on the Pulsar. Instead, Infiniti has turned to Mercedes for the A-Class platform. Hope that doesn't include its shocking ride quality.

3 Crossover cues – clues about comfort can be found in the big arch gap between the front wheel and the bodywork. Which is curious, since a QX30 crossover variant is still in the planning. In fact, the Q30's styling has stayed true to the 2013 concept, including the 'crescent cut' C-pillar.

4 Hot dog – Frankfurt motor show is the big reveal, at which point engine details and pricing will be announced. QX30 follows later in 2016.





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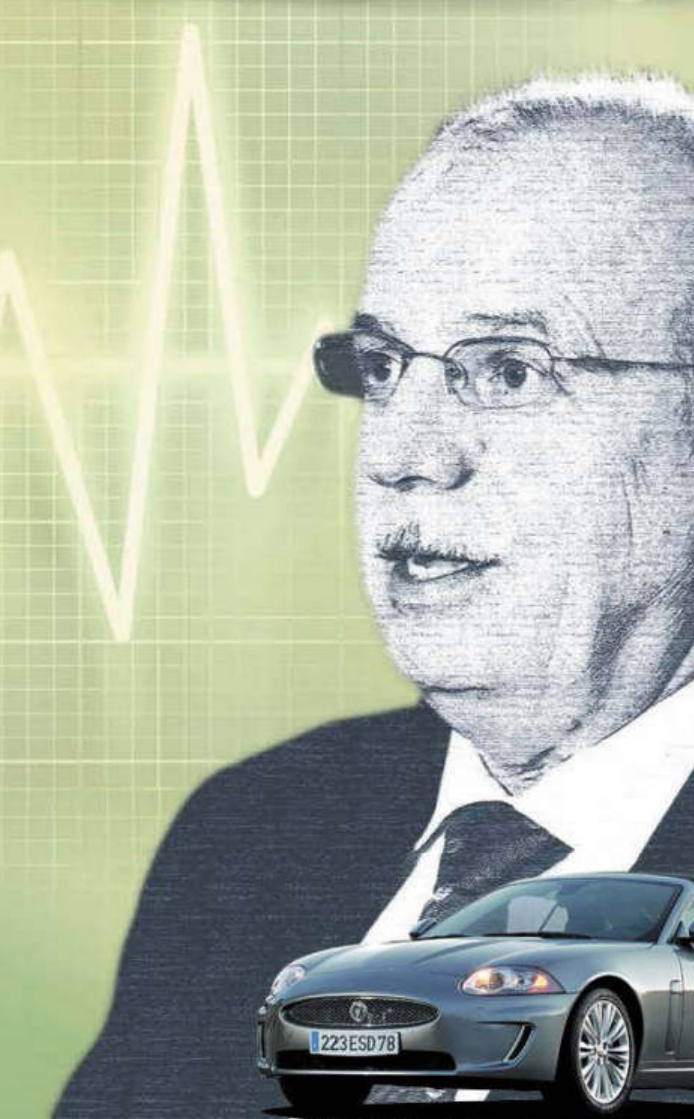
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The next big things

by Jaguar's research director

Wolfgang Epple, JLR's director of research and technology, on the next generation of connectivity and driver assistance

JAGUAR WAS first to introduce Active Cruise Control. Our cars will offer increased autonomy, but we don't want to offer a robotic device. We want to use Active Driver Assistance features to take the tedious jobs away. Trust the technology and you have more fun – when stability control was first introduced, everyone turned it off; now everyone is an F1 driver because they can carry 30 per cent more speed through a corner.

> **It's a** minimum of five years until we see a fully autonomous car on sale from Jaguar Land Rover, but by 2025 our cars will be able to manage chaotic traffic situations and have full contextual awareness – not just from a map, but by looking around. An autonomous car needs more than two eyes; it needs more than 20 different sensors. By 2030 we will see high-frequency radar, dual- and multi-spectra LIDAR [laser radar], and car-to-car and vehicle-to-infrastructure communication.

> **Wellness monitoring** can measure breathing rate and bpm through the driver's seat to detect stress and drowsiness, so the car can better adapt to the driver's needs, for instance by changing the mood lighting or climate-control settings. If an autonomous car needs to hand control back to the driver, it can

use wellness monitoring to decide whether it is safe to do so, although the driver could override the system. Our next step is to conduct user trials. The technology could be ready within 10 years.

> **In 10-15** years the car will be able to sense the driver's brainwaves through the steering wheel, to check that they're alert and focused. The technology is currently used by NASA and the US bobsleigh team and can identify brainwaves associated with daydreaming, then issue warnings to the driver.

> **We are** investigating a predictive touchscreen system – a depth camera to track hand movement in a 3D space, while ultrasound provides a sensation of contact with a physical surface and is accurate to 1cm; it feels like a light jet of air on your fingertip. Predictive touch speeds up touchscreen interaction by 22 per cent and ensures drivers look away from the road less often.

> **To stop** the driver becoming overloaded with visual warnings, we are investigating supplementary ways to warn the driver. The haptic accelerator pedal can pulse lightly under a driver's foot to warn of danger, or provide more resistance if the driver is accelerating beyond the speed limit. If a bicycle moves down the side of the car, we could replicate the sound of a bicycle bell through the stereo system, or use a tap on the shoulder through a seat sensor – we can't help but react to touch.'

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Phoenix rising

Out of the General Motors ashes comes a leaner, more focused Chevrolet. **Peter Frost** went Stateside to find out what the next five years hold for the company, and for South Africa

DETROIT IS STILL healing. Six years after the catastrophic subprime meltdown that claimed much of the manufacturing heartland of the USA, Motor City bears the visible scars. Whole suburbs still stand empty, stray cats the only inhabitants because there are more empty homes than squatters. Skyscrapers still empty (how do you restart a skyscraper?), parts of downtown a wasteland devoid of people or businesses. When they tell you we South Africans missed the real meltdown, believe them – 30 per cent of Detroit's population packed a car and left town, most of them within a single month. It's a sobering experience, walking the ghost streets of failed capitalism.

Yet in the Midwest a silver lining; out of those ashes rose a new industry, or at least

an industry with a new attitude – less parochial, with eyes raised to the larger global context. Gone is Motor City's arrogant assumption that the American Dream is all you need to sell cars – big, inefficient, disposable – and in its place a rational world view looking to global synergies and foreign markets. Like ours. Chevrolet, arguably the most international of GM's brands, was always best placed to lead the New Attitude, or, as Chev would have it, to Find New Roads. Well established relationships with Opel and further east, the former Korean giant Daewoo, meant that GM's Everyman brand would weather the storm better than Hummer, Saturn or Pontiac, all of which perished in the Chapter 11 collapse of June 1, 2009. Of GM's \$9bn investment in 2015 (twice that of 2012), much has gone to Chevrolet, directly and

indirectly, with money spent on future technology platforms as well as retooling.

It comes as no surprise then to discover Chevrolet's focus for 2016/17 is on machines that can travel, full of the kinds of technologies that resonate with a global audience preoccupied with a carbon-starved future. Electric. Fuel cell advancement. Small-engine turbocharging. Modular design. Connectivity. So it was the brand revealed their 2016 Cruze, an altogether sharper, more European sedan; the new Spark, a grown-up supermini with real advances in space and refinement, and; the 2016 Volt, the latest version of Chevrolet's very popular electric vehicle. On show too was the ground-breaking Bolt, a smaller EV with a range of 320km, confirmed for US production. The glue that binds them all together is the insistence – oft repeated – that value for money must be at the core of every new Chev model, a belief that manifests, especially in the field of technology, in digital democracy across the fleet. That means all future Chevrolets will feature MyLink connectivity that syncs with





existing as well as specialised Chev apps. South Africa will not get the Volt, Bolt or Camaro, but the next generation Cruze will reach our shores soon after international launch in 2016. Spark too will find its way here next year. Both need to be good as both are excellent performers for Chevrolet. The good news is, on inspection, both are. We were not able to drive either – both were pre-production models – but visually and technically the Cruze and Spark step it up, with MyLink standard across the range and premium interiors clearly streets ahead of their current siblings.

Spark particularly impressed, with its better proportions and youthful, quality interior.

Chevrolet's plans for the next five years are commendably rational, the result of an exhaustive stocktake of reach and resources. New GM CEO Mary Barra, revealing the Cruze, was considered and pragmatic in her speech, mirroring the company's slowly-slowly approach to rebuilding the automotive giant. Cruze has a vital role to play in that refashioning, she said, and the world is its stage. No pressure then, and good luck to Chevrolet.

Good looking 2016 Cruze takes design cues from the popular Volt – longer, wider, lower than the current model. Better inside, too



New Cruze

Cruze's new design references the popular, far more angular Chevrolet Volt and is longer, lower but lighter than the outgoing car, with more legroom and a bigger boot. Inside is the real kicker, with a sophisticated, soft-touch dash and large touchscreen the obvious upgrades. The range of engines for South Africa is yet to be finalised but GM's latest 1.4-litre turbocharged unit will find its way into the line-up. The 113kW/240Nm engine, with direct injection, is matched to either a standard six-speed manual or a six-speed automatic transmission and is good for a 0-100kph time of a shade under 10 seconds and a consumption average of 5.8ℓ/100km.



Connectivity

Chevrolet's (constantly developing) MyLink system works through the central touchscreen, connecting to the usual infotainment bouquet, including Bluetooth. For 2016 a plug-in cable links already loaded smartphone apps to the touchscreen and either Apple Carplay or Android Auto take it from there – maps, satnav, all feed through onto the screen. There's more; a remote link mobile app will enable owners to start, lock, turn lights on and off, sound the horn and receive alarm notifications. Want even more? A notification about the life left in your battery is ready.

Electric

Chevrolet's talk about the democratisation of technology is most relevant here. Four electric cars feature in Chev's garage, the hugely successful Volt, Malibu Hybrid, self-drive FNR Concept and the soon to be launched Bolt EV.

The Bolt is Chev's electric car for the masses – it will manage a range of 321km from its new generation battery for a price under \$30 000. Bad news is that, despite it being Chev's global eco-warrior, there are no plans to bring it to South Africa. Make some noise, people. FNR is Chev's self-driving EV concept. It integrates data from several advanced electronic control units with driver biometrics to switch between autonomous and manual driving, as and when the opportunity arises.



Spark(ing) baby

Spark will come to South Africa in mid-2016, grown up, a far better all-rounder. Key features are a

comprehensive interior update, the MyLink connectivity and more room back and front, including 313 litres of luggage space. GM's all-new 1.4-litre naturally aspirated 73kW/128Nm engine will drive the tot, coupled to either a five-speed manual or CVT automatic box.



THE LATEST ONE New Clubman

Unveiling this latest Mini, boss Peter Schwarzenbauer announced: 'We will concentrate on five core models with strong characters.' The Clubman is chapter two after the hatches, and it's a handsome beast, with a hot-rod vibe from its chopped glass and long roof – supposedly the longest in BMW. The unique cargo doors resemble a double fridge's. 'It's expensive to do two doors, but no other [car] brand in the world does it,' says BMW design director Adrian van Hooydonk. 'And turning the lamps horizontal widens the stance.'

The 100kW three-cylinder Cooper is the base Clubman; four-pot Cooper D diesel and 141kW Cooper S petrol flesh out the range. The car has grown a massive 295mm over the Mk1, sprouted an extra side door and packs almost as much boot space as the A3 Sportback. Schwarzenbauer says it's now a genuine family estate, with premium prices to boot.

BMW circles the wagons around 5 Minis

This new Clubman is one of a five-strong, core Mini range. Let's meet the family. **By Georg Kacher**



THE FIRST ONES 3- and 5-door hatches

BMW's third-generation Mini broke new ground with three-cylinder engines and a five-door version, with a 161mm stretch and more boot space. A crucial move to open up the larger five-door supermini market.

THE NEXT ONES Convertible and Countryman

The Convertible, due around the turn of the year, sticks with a simple fabric roof which stows on the rear deck like a canvas whale tail. The 2016 Countryman, which shares its platform with BMW's X1, has a more SUV-like design influenced by Mini's Dakar Rally-winner, and greater go-anywhere, all-wheel-drive capability.

THE SPORTY ONE Superleggera

Engineers are working hard to preserve the character of the 2014 show car, even down to the tailfin and Union Jack rear-lamp motifs. The 2018 MX-5 rival has two seats, front- and all-wheel drive and runs the pokier four-cylinder Mini engines. A plug-in version, like the concept, is a possibility, thanks to the 2 Series Active Tourer's hybrid. The two-seater will mean the death of the current Roadster, and its Coupe sibling.

THE TENTATIVE ONES 'Mini' Mini or MPV

If the two open Minis are paired, there's room for Schwarzenbauer's fifth core model. A Mini Minor city car, at 3450mm some 400mm shorter than the three-door hatch, would be closer to Issigonis's original concept. Today's Mini platform can't be cut to that size, so BMW hopes to enlist Toyota to boost economies on an architecture. If this 2019 project fails to get off the ground, BMW has a handsome, 4500mm, seven-seat MPV up its sleeve as a fallback.



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zoom-zoom

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All the latest reveals...

Mercedes-AMG C63 Coupe

As we all knew, the AMG C-Class coupe will get the 4.0-litre V8 bi-turbo unit featured in the saloon. Power is up to 355kW and 650Nm of torque, while the C63 S gets a whopping 375kW and 700Nm. According to Mercedes, this will propel the two-door from 0-100kph in 4.0sec and 3.9sec respectively. Both top out at the electronically limited 250kph, but with the optional extra AMG Driver's Package, an 290kph governor is fitted. All that power is pushed through a 7-speed twin-clutch auto.

It's refreshing to know that Mercedes has fitted a mechanical limited-slip differential (LSD) to the C63 (the S model comes with

an electronic LSD to control inner wheel motion during fast cornering). An electronically controlled 'flap' system comes as standard within the exhaust, letting you choose your degree of lairiness. The 'flaps' are mapped to driving modes, with Sport+ opening the valves for a louder experience, and Eco keeping certain valves closed for a more muted drive.

As an optional extra, a performance exhaust can be fitted to both models which comes with a button-modulated valve-opening feature – one for extrovert show-offs...



BMW 3.0 CSL Hommage R

The BMW 3.0 CSL Hommage R is a striped, race-inspired evolution of the Hommage concept first unveiled at Villa d'Este in May 2015.

BMW says the car's purpose is to celebrate the 40th anniversary of BMW of North America, founded in 1975 – which coincidentally was also a successful year of pot gathering for the original BMW 3.0 CSL 'Batmobile' competition car in various races across the States.

The new car's livery is a bit of a tribute to the BMW Motorsport paint job on the original '75 car, 'Bavarian Motor Works' legend on the sun strip and all. The wheels are new

matt gold designs with black inlays, measuring an equally gigantic 21in to the blingy chrome ones on the original show car.

It's learnt a few new tricks inside, too. The seats are even more serious than the racing buckets previously fitted, sprouting carbonfibre bracing that extends into the surrounding structure and the instrument panel sports an illuminated display of the Laguna Seca track layout and braking points – chosen because it's a track that's only 19km from Pebble Beach, and one that 1975 CSL did pretty well at.

Incidentally, that instrument panel is about the only bit of the cabin that isn't carbonfibre.



Kia Sportage

Entering its fourth-generation, the all-new Kia Sportage's bold and progressive design is said to echo the smooth and sharp shapes found on some of the most iconic modern fighter jets. Okay – we don't see it, do you? To us it looks more like a Picanto that's spent the better part of its life comfort eating, which is quite unlike its attractive Korean cousin, the all-new Tucson.

Kia has yet to confirm final mechanical details and overall

dimensions, but considering it is set to be based on pretty much the same underpinnings as the Hyundai Tucson it is likely to be notably larger than the model its replacing, with a greater focus on interior space and practicality.





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THE ART OF PERFORMANCE



Gavin Green

THE VOICE OF EXPERIENCE

'A regrettable effect of BMW's success is the way it's influenced the design and dynamics of modern cars'

ONE OF THE great tragedies for the car customer, and the car industry, has been the recent success of BMW. It has probably been the most influential car maker of the past decade and, along with Hyundai, the most successful.

It prospers because it offers desirable 'premium' vehicles to the global middle class, previously used to mass-maker mediocrity. Plus, it offers a sportier and more performance-oriented driving experience than the volume producers, whose popularity it quickly usurps. When sales began to explode, a decade or more ago, rivals took notice. Then they tried to copy. And that's when things went wrong.

The mass makers, coveting BMW's position and profits, are now all trying to become more 'premium'. Indeed, it's rare to go to a press launch these days and not hear wishful talk about 'premium', 'luxury' and 'upmarket' from manufacturers that are about as innately posh as a Millwall fan wearing a Burberry scarf. In most cases it is merely a euphemism for trying to become more expensive.

Of course, the volume producers usually confuse 'premium' with offering more features and a slightly finer finish. This invariably means offering more kit, which the poor consumer rarely wants and is even less likely to know how to use. True premium, of course, means better design and engineering, not more features. Luxury is not the opposite of simplicity. As Coco Chanel pointed out, it's the opposite of vulgarity. Until they understand that, the mass makers will never understand premium, or emulate

the better BMWs.

But an even more regrettable and widespread side effect of BMW's success is the way it has influenced the design and dynamics of modern cars. Almost everyone is trying (or has tried) to copy BMW, from eminent premium rivals (Audi, Mercedes) to those luxury makers heading downmarket (Maserati); from small makers with inflated ambitions (Alfa Romeo) to mass makers desperate to get out of the gutter (Hyundai, Opel, Peugeot) to new car makers, including China's Qoros.

'Doing a BMW' is motor industry shorthand for prioritising performance over practicality; aggressive design over restrained elegance; sportiness over suppleness. Now, there's nothing wrong with these priorities, as BMW successfully proves. But there is when everyone is trying to do it.

Look at Mercedes-Benz. The oldest and most esteemed car maker in the world – which lost its global premium sales crown to BMW a decade or so back – now has some designs that prioritise testosterone over taste, and chassis that prioritise firmness over finesse. Thankfully the S-Class still sails serenely above all that and, with its supreme balance of refinement and quality, is surely Mercedes' true model for emulation. (The latest C-Class, in the right spec, shows

how the company can get it right when it thinks like Mercedes should, not how it thinks BMW would.)

Audi, too, has copied BMW, as it seeks to grab its crown as global premium car leader. It has carved its own niche, of course, by successfully focusing on tasteful design and superior cabin architecture. It puts less emphasis than BMW on chassis dynamics, which is one reason why too many Audis still feel as if they have concrete in their dampers. Lexus, Volvo and Jaguar have all made their Munich-mimicking mistakes. Lexus and Jaguar, let us not forget, once made the world's most refined saloons ('60s and '70s XJ, '80s and '90s LS). Pleasingly, all now make increasingly individual cars again, emphasising their (respective) Japanese, Swedish and British priorities and prejudices. Meanwhile, the mass makers frequently fit bigger wheels and tyres and sacrifice ride comfort, in a (usually forlorn) quest to match BMW's handling and roadholding.

But hark! There are welcome signs of change! The new Volvo XC90 prioritises elegance, relaxed (rather than aggressive) driving and functionality. The latest Mondeo rides well and is cavernously roomy, never mind the dated cabin. The Citroën C4 Cactus is blatantly softly sprung and cheerfully styled, and all the better for it.

Most contra-BMW of all is a new front-drive hatch made by... BMW. The 2 Series Active Tourer does not look sporty or in any way advertise aggression. It prioritises space. It is aimed at chilled oldies not cool Millennials. With adaptive dampers, it rides with a suppleness alien to most mainstream German cars. The recent Gran Tourer version is a further nod towards space and inclusiveness over sport and self.

Who knows, this may even start a trend. **tg**

One company at least seems alert to the perils of too much BMW-like sportiness in their lineup. It's, er, BMW





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Dieter Rencken

THE F1 CRITIC

Had Ferrari's strategy been considered too risky by Pirelli's engineer, that surely should have been flagged before and during the race. It was not.

SEBASTIAN VETTEL WAS livid after his tyre exploded on the penultimate lap of the 43-lap Belgian Grand Prix. Having lined up eighth following an error-prone qualifying session, his Ferrari team opted for an aggressive strategy, with the Scuderia's team boss Maurizio Arrivabene admitting afterwards that a one-stop race was 'Plan A, we decided that at eleven o'clock on Sunday morning during our race strategy meeting.'

Ferrari split the German's race into stints of 14 and 29 laps respectively – and he was well on his way to pulling off a strategic masterpiece. Then, as he sped out of Eau Rouge and towards Kessel, his right rear Pirelli popped spectacularly. Third place was lost on the spot, with any hope of points evaporating as car after car sped past on the fastest part of the classic, high speed Spa Francorchamps circuit.

The four-time champion 'effed and blinded' his way through post-event interviews, being particularly scathing on global television. When it was put to him that he was furious about losing third place, he brushed that aside and instead pointed to a similar failure on Nico Rosberg's Mercedes during Friday's preliminaries.

'[Tyres are] a theme that keeps coming around that nobody is mentioning, but it is unacceptable,' the highly agitated driver told TopCar in the paddock interview 'pen' afterwards, before suggesting that both drivers could have suffered serious injuries had their tyres failed in the foot-flat, left-right-left complex that is Eau Rouge.

He had a point – who can forget the dramas of 2013, when race after race was blighted by tyre failures? Only after the Grand Prix Drivers Association threatened to strike following a run of failures during the British Grand Prix did F1's sole tyre supplier alter its tyre construction. F1 breathed easily again – until

Spa this year, that is...

In Spa Pirelli vigorously defended its products, suggesting after exhaustive tests that Rosberg had either kerbed his tyre or that a 'foreign object' had pierced the sidewall, causing deflation. The German, about to become a father for the first time, was clearly unsettled by the situation, with the complicating factor being that exploded tyres leave zero evidence for forensic tests, particularly after detonating at 300kph...

In Vettel's case Pirelli came out with all guns blazing, making the point that Ferrari alone had chosen a one-stop strategy where the tyre supplier had recommended two or even three stops, and that said strategy required Vettel to drive 29 laps non-stop on the most daunting circuit in the championship. Indeed, Mercedes backed Pirelli by stating it had rejected one-stoppers at Spa as being 'too risky'.

Pirelli Motorsport Director Paul Hembery revealed that discussions had been held with teams during which the company proposed that drivers race no more than 50 per cent of a race distance on 'prime' compounds and 30 per cent on 'option' tyres. However, the Formula 1 Commission – made up of teams, sponsors, circuit owners, the FIA and commercial rights holder FOM – rejected Pirelli's request.

There are, though, three sides to every F1

story – A's story, B's story, and the truth – and clearly there are myriad other factors to be considered. Pirelli places a dedicated tyre engineer with each team, and, had Ferrari's strategy been considered too risky by the engineer, that surely should have been flagged before or during the race. It was not.

Crucially, wear on Vettel's three remaining tyres was well within limits, suggesting he could have gotten on the podium after the end of the 43-lap race (initially scheduled for 44, but an additional formation lap was required after grid stalls) had the tyre not failed. Ferrari's strategy was thus within projected degradation and wear.

However, after the race numerous sidewall cuts were discovered on other tyres, with Mercedes admitting they had requested the FIA to be particularly vigilant about debris on the circuit after a series of incidents during support races. At a sliver over seven kilometres Spa is (by over a kilometre) the longest circuit on the current trail, and therefore the most difficult and time consuming to sweep.

All of which points to both tyre failures being puncture-related due to debris, and not down to structural or compound issues – with there being absolutely no empirical means of pinpointing the actual causes of both failures.

Here F1 does not help itself: Not only do teams demand degrading tyres to 'spice the show', but also push Pirelli for durability to allow for strategic flexibility. Ne'er the twain shall meet.

Then, with in-season testing banned – with pre-season tests restricted to eight days before the first race – and F1's paranoia being such that Pirelli is not permitted to run dedicated test operations lest some teams (to wit the suppliers of test cars) gain unfair advantages, Pirelli is reduced to developing tyres for motorsport's most demanding category on test rigs and simulators.

And F1 is surprised about the odd failure... **TC**



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FIRST DRIVES.

Ten new cars driven, starring Jaguar XF, Kia Grand Sedona, Opel Corsa Sport, BMW X1, VW Polo, Ford B-Max, Honda HR-V, Lexus RC350, Mini JCW and Merc GLC



JAGUAR XF

Haven't we met before?

Jaguar channels Audi's 'all models look alike' strategy with an XF that looks like an XE... but with proper room in the back

YOU'LL SWEAR THE new Jaguar XF is longer than its predecessor: that tiny front overhang, the feature line that visually elongates the body, the boot that dangles beyond the rear axle like a cliff-hanging Italian Job bus. All of it makes the new XF appear a long car. It is quite long at 4954mm, but it's actually 7mm shorter than the outgoing model, 3mm lower too.

If you've ever sat in the back of the old XF, fashioning a new one to be shorter and lower wouldn't be top of your wish-list: the rakish

roof made it more cramped for rear-seat passengers than 5 Series, E-Class and A6 rivals. Yet sit in the back of the new model and you'll find plenty of legroom – a class-leading 15mm more than before, claims Jag, courtesy of a wheelbase stretched 51mm to 2960mm – more headroom than a blue-sky meeting, and a view out of the windscreen that's far less claustrophobic. There's a big boot too, though at 540 litres it's no larger than before; that 7mm has to come from somewhere.

So, new XF looks bigger, is actually

smaller, but has more room inside. It's the kind of packaging voodoo made possible only with an all-new car, and XF marks the second appearance of Jaguar's scalable aluminium-intensive architecture. Just like one-segment-down XE before it, there's double-wishbone front suspension, a multi-link 'Integral Link' rear axle and a body split approximately 75/25% aluminium to steel, where the old model was 100% steel.

This familiarity, together with the matryoshka-doll design, is strategic: Jag is pooling its cars on a common platform to boost economies of scale (the F-Pace SUV is spun off it too), and is sticking with a common design language to establish modern Jaguar on the world stage. But if



Take a dollop of XJ, add a generous splash of XE and season with a pinch of old XF

you're in the market for this car, that background doesn't make it any less exciting a prospect.

You sit low in seats that are supportive if on the firm side of comfortable, and when you press the XF's starter button the rotary gear controller rises from the centre console and the air vents rotate as a welcome, just as they used to. This time, though, only the outer vents rotate, which feels a bit disjointed.

The rest of the dash is a mix of XJ, old XF and new XE, and generally looks good, with the XJ-style 'Riva Hoop' that wraps round the top of the dash and flows into the door casings, the thick XF-a-like fillet of trim that sits above the glovebox, and the new InControl Touch touchscreen that banishes the old unintuitive infotainment system. The trim appears better than the XE's, though the hollow clacks when you tap the door casings and the barren-looking gear-control surround diminish perceived quality.

Move off and the electrically assisted steering feels meatier than both the previous XF and today's XE. There's precision as soon as you twist it off-centre, very consistent weighting and accuracy, and a flightiness to its responses that quickly hints at sporting intent. I like it, but I do miss the fingertip delicacy of the last XF's hydraulic rack. We're on 20-inch rims and passive R Sport suspension – not the continuously variable dampers – which has a little float to absorb bumps, but

can stray into fidgetiness on rougher surfaces. On the mix of rural and urban roads and Spanish autoroutes we're driving, it quickly sinks into the background, though; good compromise, I'd say.

When Jaguar launched the first XF in 2007, there were no four-pot diesels, no estate in the product plan, and no all-wheel-drive variants either. Those omissions were rectified over time, which partly explains why the XF sold more units in its final year than at any other time. But it didn't get off to the strongest start as a result.

This time's a different story. From launch there will be a four-engine line-up starting with a 132kW four-cylinder Ingenium diesel, moving to a 177kW 2.0-litre petrol turbo, and topped off by two versions of the 3.0-litre supercharged V6: 250kW R-Sport and 280kW S.

We're driving the 132kW diesel R-Sport with its promised 4.3ℓ/100km and 114g/km CO₂. Jag says our XF's 430Nm torque peak hits from 1750rpm, and you can feel the turbo whoosh kicking eagerly from

1500rpm. It lends some real flexibility, but don't forget the XF fields the same four-pot diesels with the same power outputs as the XE, yet weighs a claimed 70kg more (we'd guess more than that). So while the 132kW diesel feels pretty lusty in the XE, here it provides adequate rather than plentiful thrust. It's not the sweetest sounding motor either, with more mooing

than a milk shed when you extend it; the Volvo XC90 I drove to the airport better disguised its cylinder deficit.

But this powertrain also marks a big improvement over the previous 2.2-litre diesel and its eight-speed auto. The old motor was a bit of a thrasher, something not helped by the auto gearbox's bid to get to the tallest ratio as quickly as possible, then select the shortest one the moment you wiggled a toe. The Ingenium motor is significantly more refined, and the generous torque and/or better calibration allows the 'box to hold higher ratios under acceleration.

Anyway, once you get our XF up to speed it's a good entertainer. Point the nose into a corner and there's a little lull as the weight drops down and compresses the inside front wheel. Feel the weight settle, the steering get

meatier, then accelerate and you'll carve through the bend in a blur. Then you'll realise you could've gone faster; the way that double-wishbone suspension keeps the front end fluster-free even when you really throw the XF at an apex is pretty remarkable.

Despite the commonality with XE, the XF didn't blow me away like the baby Jag did. The longer wheelbase makes it feel less agile, the lower power-to-weight ratio gives you less to work the chassis with, and when you really push your luck with some very high entry speeds, the nose will ultimately lose its composure and push wide where the XE just seems to stick. I complained about barbecuing XE's stoppers, but the XF has actual firelighters for brake pads.

As ever, talk of pushing dynamic boundaries is of only partial relevance in this market. If you drive the XF just a little below them, you'll find it a very entertaining, refined, frugal and spacious place to be. I prefer driving it to the current German opposition. (Sizeable elephants heading for the room include the soon-to-be-replaced Mercedes E-Class and BMW 5 Series). It's just that I prefer driving the XE more. So before you buy, ask yourself how much you need more rear space and a larger boot? **JB**

BEN BARRY

Jaguar XF R-Sport

> **Price** Not yet > **Engine** 1999cc 16v four-cylinder turbodiesel, 132kW @ 4000rpm, 430Nm @ 1750-2500rpm > **Transmission** Eight-speed auto, rear-wheel drive > **Suspension** Double-wishbone front, Integral Link rear > **Performance** 8.1sec 0-100kph, 229kph, 5.1ℓ/100km, 114g/km CO₂ > **Weight** 1595kg > **On sale** Q1 2016

► **HIGHS**
Handling, refinement (mostly), space, frugality

► **LOWS**
Mooing engine, firm seats, some interior quality

► **VERDICT**
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KIA GRAND SEDONA

Grand daddy

Kia's grand seven-seater people carrier has come of age but in becoming grander it's become dearer too. **Ray Leathern** wonders if it isn't too much

SAY HELLO to the third generation of Kia's once-humble people mover, now with a more stylish exterior and more luxurious interior. If you find yourself staring at this rather handsome MPV wondering what's wrong with you, never fear. The Grand Sedona is the final car in Kia's line-up to be 'Peter Schreyered', meaning it too now wears the signature touches and tidy style lines the

former Audi designer has so successfully infused throughout the Kia range.

Despite heading upmarket, the Korean firm hasn't forgotten the key ingredients that made the Sedona a popular choice in the large MPV segment – loads of space and ease of use. There are two engines in the range: a thrashy, thirsty 3.3-litre V6 petrol with 199kW/318Nm and the one that'll certainly be the pick in SA, the 147kW, 440Nm 2.2-litre CRDI. As you'd expect, the

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5.1m-long people mover is no rocket-ship and there's not a lot of driving excitement as a result but isn't that kind of the point when you've got six of someone else's nearest and dearest on board? The diesel's drivability is decent, if a bit laggy off the narrow torque band between 1750-2750rpm. The easy shifting six-speed automatic gearbox feels perfectly suited in this application though. Multi-link rear suspension keeps the big box planted on the road and, most importantly, well isolated from boomy, van-like intrusions into the cabin as you zip over speed bumps and highway joins. It's quiet at a highway cruise too, with added insulation around the A-pillar and underfloor. Now, I

don't have a family but even I can work out the Grand Sedona represents family car nirvana. From the helm all the displays are arranged in clear, concise, minimalist layers. Information is easily legible and the ergonomics

are mostly sound. The only oddity is the squint-tastic 4.3-inch screen in the fascia that's dwarfed by a 7-inch equivalent in the instrument cluster. As for the seats, they're wonderfully supportive, well upholstered and come heated and ventilated in top SXL models. They even come with what Kia calls an 'anti-pollution' covering to keep fluids from seeping into the upholstery. Think Scotchgard.

The Grand Sedona is a really pleasant place to spend time, feels brilliantly made and is several cuts above the Sedona bus it replaces. Even better than the quality, is the practicality. Seven seats come standard of course and Kia's removed the second-row jump seat, freeing up room to manoeuvre at the back. The third row can fold flat into the floor (no more unscrewing and dumping them in the garage like the old Sedona) and the second row folds up sideways to provide over 4000 litres of utility space for mountain bikes, kayaks, yachts, you name it. The spare wheel is fitted underneath the car to accommodate this. Top spec models get power operation for both the sliding side doors and the rear tailgate which itself can be opened handsfree by merely standing close enough for a few seconds with the key in your pocket.

While the fully loaded Grand Sedona SXL certainly isn't cheap at R669 995, it has moved the people-lugger game on massively. It's a whole lot of car for the money, looks the part, is brilliantly comfortable and shares a host of tech and convenience features with Kia's top spec Sorento SUV. That also has seven seats mind you, and AWD, and a tall, go-anywhere ride height, and a top-spec SX Sorento is priced at R634 995. We guess it ultimately boils down to what you require from your Kia. If you absolutely need the traditional seven-seat MPV layout, the Grand Sedona is the most compelling car of its type we've driven in a while and should fit your lifestyle just perfectly. **tc**

📧 Ray@TopCar



A place for everything and everything in its place. Grand Sedona interior is real quality

- ▶ **HIGHS**
Quality, practicality, handsome for an MPV
- ▶ **LOWS**
Absence of driving pleasure
- ▶ **VERDICT**
Lay off the contraception, family motoring ain't so bad after all

Kia Grand Sedona 2.2 CRDi 7 seat SXL

▶ **Price** R669 995 ▶ **Engine** 2198cc DOHC 4-cyl turbodiesel, 147kW @ 3800rpm, 440Nm @ 1750-2750rpm ▶ **Transmission** six-speed automatic, front-wheel drive ▶ **Suspension** MacPherson strut front, multi-link rear ▶ **Length/width/height** 5115/1985/1740mm ▶ **Weight** 2024kg ▶ **Performance** 13.6sec 0-100kph, 190kph top speed, 9.3l/100km, 208g/km CO₂ ▶ **On sale** Now



BMW X1

Hang on, didn't you used to be ugly?

Use an appropriate SUV platform and remember to involve designers? Why didn't BMW think of this before?

BMW'S DAMASCAN revelation that not all its cars absolutely have to drive their rear wheels might have caused a few die-hard fans to spit out their M Sport-branded dummies, but there's only so much arguing you can do against common sense. And the reincarnated, and now really rather well-rounded, X1 only goes to vindicate its change of faith.

First time around, BMW's littlest SUV was a bit of a mongrel. It forced an ill-fitting off-roader bodystyle onto a platform borrowed from the previous-generation 3 Series Touring, with compromised packaging and misshapen proportions the result. This time it's based not on a rehashed rear-drive estate but the transverse-engined, front-drive



X1 boot's gone large, making the old model look like what it was: a compromised estate car lash-up

BMW X1 xDrive 25d

> **Price** Not yet > **Engine** 1995cc 16v 4-cyl turbodiesel, 170kW@4400rpm, 450Nm@1500-3000rpm > **Transmission** Eight-speed automatic, four-wheel drive > **Performance** 6.6sec 0-100kph, 235kph, 5.2ℓ/100km, 137g/km CO₂ > **Weight** 1650kg > **On sale** Now

platform that underpins the Active Tourer MPV, and various members of the Mini family.

That gets X1: The Sequel off on a much better footing. Sideways engines mean more interior space, pulling off the magic trick of a slightly shorter overall length yet greater rear legroom and a much bigger boot than its predecessor (by a whole 85 litres, and more still if you hit the electric switches in the boot to flop the rear seats down). It's transformed the styling from Quasimodo to quarterback, too. This time the design team have been able to sketch the X1 in the mould of a conventional 4x4 from the outset, avoiding the too-far-forward front wheel line that made the original look a bit awkward. Now it's more scaled-down X5, all square shoulders, big features and confrontational stance. As the roofline's risen, so has the driver's seat, to a more conventionally high-set SUV position. All the better to look down your nose from.

Of course, the majority of X1s sold will be four-wheel-drive xDrive models, with a hydraulically controlled clutch marshalling torque between the front and rear axles, and taking the latter out of play to save fuel when not called for.

We drove the top-dog 170kW



Seat position now as high as it should've been, as is the quality

25d xDrive, which justifies its considerable price premium with a useful swell of torque to lean on and an eight-speed automatic gearbox to keep it bang in the middle of it. Aside from a faint diesel gargle as the speed builds, at a cruise engine noise is conspicuous only by its near total absence. This is one very well insulated car. A fine handling one, too; it's stable, predictable and changes direction eagerly, with a surprising degree of mid-corner adjustability. Body control's impeccable, with less roll than you'd expect, although all cars at the launch were fitted with, and perhaps flattered by, optional electronic dampers.

Despite not being a particularly brilliant car, the original X1 still sold like proverbial hot cakes. Now it has a successor that's actually a very decent one, it seems its path to world domination is assured. Prepare to see plenty of them.

JAMES TAYLOR

► HIGHS

The car it should have been all along

► LOWS

Because it's one like everyone else's

► VERDICT

Three cheers for second chances



NEW SORENTO NEXT LEVEL CHALLENGE

N°17 XENON
HEADLIGHTS



The Power to Surprise



With innovative features, bold styling and a luxurious interior on the next level, the new KIA Sorento will challenge the way you experience driving altogether. Go to KIAnextlevel.co.za for more info.



VOLKSWAGEN POLO 1.0 TSI BLUEMOTION

Champion frugler

Forget hybrid, electric, hydrogen or the mountain bike to work – Volkswagen's ridiculously frugal new three-cylinder 1.0 TSI BlueMotion is all the economy you need. It's also a hoot to drive, reports **Peter Frost**

VOLKSWAGEN WAS OUT in force to announce the completion of the Polo hatch family and kudos to them; a process that began in June 2014 now sees 11 derivatives in the range, including two new 1.4-litre diesels, GTIs with or without a stick shift and this – reason enough to ignore all the others, if not the entire B-segment hatchback market.

It's that good. Polo's sole three-cylinder replaces the diesel BlueMotion of yore, taking over the mantle of uber efficient motor in South Africa. You'll remember the previous TDI BlueMotion was, for many years, the most frugal car on the market, regularly making ridiculously expensive

hybrids blush when put back to back and told to go find a complicated road. The fact that it couldn't pull the skin off a rice pudding was neither here nor there – the faithful were obsessed with getting to Cairo on half a tank rather than tango-ing down the N3 bent on infamy and a jail sentence. So, does the petrol replacement keep the flag flying?

Turns out it doesn't matter. So much fun is this little terrier that frugality will be the last thing on your mind. Volkswagen has managed to combine saving the planet with saving your life – the 1.0-litre is far and away the most enjoyable Polo this side of the just introduced manual GTI.

The figures tell part of the story – 70kW, 191kph, 10.5 seconds to 100kph – all more

than adequate for a baby with a booster. What's less obvious is the nature of the toddler; bambino Polo feels for all the world like an entirely grown up car on the road, as sophisticated as its far more expensive Golfing partner up the scale, and almost as well-rounded. Part of the reason for that wow-this-car's-amazing feeling is another figure which, at first glance seems a horror story. But look closer and the tale has a happy ending; the paltry 160Nm of torque is delivered at just



VW'S NEW OIL BURNERS

As well as the splendid triple, VW has added two diesels to the Polo mix, variations of the same 1.4 TDI engine. The 1.4TDI Trendline delivers 55kW and trundles to 100kph in 12.9secs, costs R223500 and will do duty mostly in fleets. The 1.4TDI Highline produces a more respectable 77kW, manages the ton in 9.9sec and costs R252000. There is some noticeable turbo lag to deal with in both, further underlining the triple's superior class. The 1.4TDI engine will also do duty in the Polo Cross, where weight blunts its 100kph time to 10.5sec. It costs R260000.

WORKMAN'S COMPENSATION

For those who prefer to do their own work, VW have introduced a manual Polo GTI, the same upgraded 1.8-litre turbocharged engine mated to a six-speed box. Curiously the torque is substantially

up on its DSG-geared sister – from 250 to 320Nm. No secret really, the auto box can't handle quite as much twist. Around Red Star Raceway near Delmas the manual GTI turned out to be an unqualified hoot, the spiritual torch-bearer of the Mk1 Golf GTI, as nippy, immediate and chirpy as that 1970s pioneer. We half expected it to cock its rear wheel. Despite that torque figure, VW suggests performance and top speed are the same as its DSG sibling. The gear change – essentially the only real difference here – is precise and well weighted, with a clutch action that is an acceptable balance between traffic-friendly and solid. One niggle did present itself, felt less on the DSG; the steering may be over-light for some tastes, even with the magic (optional) Sports Performance Kit button activated on the dash. But again, this is an urban hauler first and foremost and in most situations an agreeable balance has been struck. It costs R313300.



↑
Nothing wrong with the standard Polo interior, or the delightful new triple turbo engine. Hurrah

1500rpm, which means in layman's terms that adequate *woema* is available essentially from the get-go, making the picante Polo a blast out of the blocks. And the 70kW takes care of the other end of the spectrum – indeed, tooling down the N4 chasing articulated anarchy, it was mighty difficult to stay within the legal limit, 120kph feeling like 80. Truth be told the little fella could do with a sixth cog to further obliterate the opposition in the economy stakes and increase the already impressive Zen restfulness at speed.

Those economy stats? VW suggests a cycle figure of 4.2ℓ/100km and over 300km we trained ours to return close to that. But once again, this is a turbocharged triple, and enjoying the rush comes with consequent penalties – closer to 6ℓ/100km would be more likely if this car is used as it desires to be. Which is still almost as good as walking to work, but a much happier experience. Happy too because Minister Peters is not going to make any money out of you – at 97g/km the Polo's carbon footprint will be lower than yours on that walk if a curry was involved the night before.

Volkswagen has a sure-fire winner here – take a drive and it will all make sense. The trippy little triple is reason enough to forgo individuality and join the masses. **tc**

🐦 @pefrost

Volkswagen Polo 1.0 TSI BlueMotion

> **Price** R235 800 > **Engine** 999cc turbo 3-cyl, 70kW@5000-5500rpm, 160Nm@1500rpm
> **Transmission** five-speed manual, front wheel drive > **Suspension** MacPherson struts front, torsion beam rear > **Length/width/height** 3972/1682/1453mm > **Weight** 1036kg
> **Performance** 10.5sec 0-100kph, 191kph, 4.2ℓ/100km, 97g/km CO₂ > **On sale** Now

OPEL CORSA SPORT 1.4T MANUAL

More pep in its step



Corsa gets just a smidge more shunt, thanks

LET'S NOT PRETEND the struggle between door count and power output isn't real. It's why something like a Golf GTI continues to thrive and why a Focus ST makes more sense than a Renaultsport Megane, but that's a discussion for page 50. So often you are forced to forsake one for the other, for example, here in the Corsa range, where the performance gap between the imminent 3-door OPC (152kW) and its more practical, 5-door, three-cylindrical sibling (85kW) is big enough to park an Opel Adam in. And that's where the turbocharged Sport comes in. Naturally it has a five-door bodysheet, tweaked with OPC Line body addenda and chassis hop-ups, 17-inch alloy hoops and a forced-induction four

pot with 110kW and 220Nm 'for your driving pleasure'. This is hooked up to a six-speed manual 'box so that 'you can take it to the limit' should you feel 'the need for speed' at some point, I presume after you've completed your school run or shopping errand. Opel has even chucked in bi-xenon headlamps that can see around corners, an Intellilink multimedia system and City Steer and Parking doo-dads. All this for the price of R255 200 which is actually right on the money. So, is it a jack of all trades then, or just another B-segment hatch with an identity crisis? In my humble opinion it's somewhere in the middle, but don't let that put you off what is a solid steer and a good package from Opel. **tc**

CALVIN FISHER

🐦 Calvin_Fisher

Opel Corsa Sport 1.4T Manual

> **Price:** R255 200 > **Engine:** 1364cc 4cyl turbo, 110kW@5000rpm, 220Nm@3000rpm
> **Transmission:** Six-speed manual > **Performance:** 9.6sec 0-100kph, 204kph, 5.9ℓ/100km, 137g/km CO₂ > **Weight:** 1277kg > **On sale:** Now

Sport easily picked out by its OPS Line front and side skirts, black mirrors and 17-inch rims. Additional 25kW harder to spot



FORD B-MAX

Niche trending

Looking for a compact trend-mobile that majors on practicality and space? Ford's got you covered



LONG BEFORE BIEBER, Instagram and trending, families bought station wagons. Then came the turn of the MPV, quickly usurped by the SUV in every size from small to 'Oh my!' Already a strong player in both B- and C-segment SUVs, Ford South Africa is diversifying its range even more by adding a new acronym, MAV (Multi Activity Vehicle), and is hoping its first fruits, the B-Max, will find favour with those trendies always on the lookout for the next BIG thing.

Alas, intriguing as it is, the B-Max is just too niche to ever go mainstream. Think of it as the anaphylactic Fiesta that ate all the shellfish. However, swollen, van-like proportions and a resultant boost in cargo room aren't its only USP. It has also gained a party trick in the form of sliding rear doors. Nothing new, after all many larger MPVs feature sliding doors, but the manner in which these interlock with the conventionally hinged front doors when all closed removes the need for fixed B-pillars. This makes the opening almost twice as wide as conventional four-door

vehicles – a real boon when fitting child seats, not to mention the little tykes themselves. Split rear seat backrests fold, creating a 1372-litre flat loading area with extra storage below a false boot floor. For added practicality, the front passenger seat also folds forward allowing 2.35m-long objects to be transported within the vehicle. Best of all, each side door can be opened independently.

Ford has obviously done its homework on safety with all models receiving the full complement of dual front, side, curtain & driver knee airbags plus traction control, hill launch assist, ESP, ABS and tyre pressure monitoring.

Also standard – albeit in two stages of tune – is Ford's excellent 1.0-litre turbocharged three-pot. We tried the 92kW version not the 74kW Ambiente entry-level, although both are endowed with the same 170Nm of torque.

Despite the larger-than-Fiesta dimensions, the little 1.0-litre turbocharged motor never feels overwhelmed, pulling the B-Max along with relative ease, as you work your way through the pleasant five-speed manual

transmission and its stiffly sprung clutch pedal.

Standard kit includes remote central locking, powered windows, manual aircon, six-speaker audio with CD, USB, Bluetooth and voice control. Trend trim (R221 900) ramps this up to include rear view camera, cruise control, 8-speaker Sony audio system with 4.2-inch TFT display, rear parking sensors, trip computer and the extra 18kW. Neat enough for R246 900, but it's the top-line Titanium model (R271 900) that best reflects Ford's desire to create a premium compact MAV by adding automatic climate control, keyless entry, heated windscreen, rain sensing wipers, auto headlights, parking sensors all round, panoramic sunroof, leather seats and a beautifully finished chunky leather steering wheel with contrast colour stitching.

For those small-car lifestylers who find the Fiesta too cramped, the EcoSport too 'tough-looking' and the Tourneo Connect too van-like then #maketraxforBMax. Tweet that. **tc**

WAYNE BATTY



Top-spec Titanium trim mostly lives up to the 'premium' billing. Chunky and crafted feel to the leather wheel

Ford B-Max 1.0T Titanium

> **Price** R271 900 > **Engine** 998cc 3cyl turbo 92kW @ 6000rpm, 170Nm @ 1400-4500rpm
> **Transmission** 5-speed manual, fwd
> **Suspension** MacPherson strut front, torsion beam rear > **Performance** 0-100kph in 11.2sec, 189kph, 4.9ℓ/100km, 114g CO₂/km > **Length/width/height:** 4077/1751/1604mm > **Kerbweight:** 1279kg
> **On sale:** Now





Honda's high-rider returns

Good car. Unfortunate name. Inflated price

YOU'LL THINK I'M juvenile for mentioning it but this is South Africa where our accent twists words such as life into *laaf*, nice into *naas* and so on.

This really tortures the name of Honda's new Juke rival. 'Hey boet, I heard you've got that HR-V? Life goes on, hey.' It does indeed, and in the Thailand-built Honda 'H emphasis-on-R V' it does so reasonably well. See, you might think that it's a direct rival to the Juke but it actually offers 98 per cent of its larger Qashqai sibling's cabin space. Here's the problem however, at R350 590 for the naturally aspirated 1.8 Elegance model I drove on launch you could in fact purchase a much larger Nissan X-Trail. And I'm not talking entry level either, that's the turbodiesel. Get your head around that real quick and let's move on.

Originally on sale in South Africa from 2002 to 2004, it was the Nissan Juke of its time – odd but very endearing. This new model resembles a shrunken CR-V with a diving roofline to complete the urban crossover double-whammy of a coupe profile and raised vantage point. The aesthetic result is solid, resolved and conservative in typical Honda fashion – yours in a range of

colours, most of them in grayscale, apart from Carnelian Red and Morpho Blue.

In Elegance trim the HR-V enjoys 17-inch alloy wheels while the 1.5 Comfort models (R299 900, but sadly not available on our launch drive) are shod with 16-inch wheels. Both derivatives are blessed (or cursed, depending on your preference) with CVT transmissions which helps the 1.8 reach a zero-to-hundred lope in 10.1 blaring seconds, a statistic unlikely to matter to a potential HR-V owner but there it is. Handling, yes I suppose the HR-V does some of that too. The suspension is well damped perhaps erring on the side of firmness which has a positive effect on cornering stability, very impressive when navigating the Pick n Pay's roundabouts.

The cabin is a pleasant blend of leathery blacks and greys, punctuated only by the bright red START/STOP and 'hazard' buttons and the blue glow emanating from the somewhat clunky 7-inch multimedia display (the Comfort gets low-rent 5-inch display) and the ring around the speedometer. The bold horizontal air-vents



↑ The HR-V cabin feels premium despite its Thai origins. Ours was cursed with an unabating rattle in the door

that break up the otherwise solid dashboard area are a clever touch, as is the storage area beneath the gear lever. But its Honda's ability to package an interior with so

much utility space that impresses most, partly thanks to its Magic Seat configurations and gaping, 900 x 1180mm, boot aperture. Naturally the entire safety acronym army (ABS, EBD, airbags etc) is in attendance along with Vehicle Stability Assist (VSA), Auto Brake Hold (ABH), an Electric Parking Brake (EPB), Hill Start Assist (HAS) and Emergency Stop Signals (ESS). Well That's Nice (WTN). But I still don't think that the Honda HR-V is going to represent good value in an already brimming segment. In fact, I'm positive. **tc**

🔗 @Calvin_Fisher

Honda HR-V 1.8 Elegance CVT

➤ **Price** R350 590 ➤ **Engine** 1799cc 4cyl, 105kW@6500rpm, 172Nm@4300rpm
➤ **Transmission** CVT ➤ **Performance** 10.1sec 0-100kph, 188kph, 6.8ℓ/100km, 137g/km CO2
➤ **Weight** 1241kg ➤ **On sale** Now

- **HIGHS**
Attractive and capacious
- **LOWS**
Price and still not a fan of the CVT
- **VERDICT**
A really good Honda sullied somewhat by a high price that is hard to justify

LEXUS RC 350 F-SPORT COUPE

The purist's choice

A free-revving V6 engine, expressive styling and balanced underpinnings have resulted in one of the most engaging Lexus' in a long time. Pity about the price

THE LEXUS RC F-Sport coupe has been billed as a stand-alone model rather than a two-door version of the IS saloon. It does look very exclusive and although it borrows numerous styling cues from its stablemates, most of the inspiration stems from the LF-LC concept car – the final result of which is an aggressively styled and alluring example of metal origami. While many scoffed at the Japanese firm's eccentric departure from conventional – read copy and paste – car design, few realised the ingenious path Lexus was charting for itself when its L-finesse language went extreme around 2012. The new-found aesthetical fireworks have separated the Japanese firm from the visual monotony of modern cars and it works. From the spindle grille and serrated LED headlamps to the boldly pressed shoulder line and wonderfully

ornate rear end, there's nothing else quite like it. Just look at those muscular haunches, pulsing with athleticism. I think it looks quite brilliant. The RC 350 F-Sport is the only derivative currently available – nope, there's unfortunately no scope for the M4-rivalling RC F at present, but a lower-spec RC 200t will be introduced towards the end of the year.

It's powered by the company's free-revving naturally aspirated 3.5-litre V6. No turbochargers here. Producing 233kW and 378Nm of torque it's not short on grunt and rewards the driver with a sonorous and rich V6 soundtrack. While some of this noise is undoubtedly amplified – compliments of an intake sound generator – the final result is rousing enough to sate even the most critical acoustic connoisseur. Performance-wise the RC F-Sport

UP AGAINST

BETTER THAN

Audi A5; although it lacks Audi's refined interior

WORSE THAN

BMW 4 Series – it's a polished, great-handling machine

WE'D BUY

The BMW 4 Series



The cabin is beautiful, refined and intuitive. No more complex Lexus button arrangements



↑ Styling in line with stablemates but most of the inspiration stems from the LF-LC concept car

is no slouch and will reel-in the 0-100kph marker in 6.3seconds. Top speed is 230kph. Despite the lack of turbochargers and other planet friendly trickery to help minimise fuel consumption the Lexus manages to keep its drinking habits under control with a claimed combined cycle reading of 9.4ℓ/100km. We managed a more realistic 11.8 on the launch route which took in some of the best coastal roads and mountain passes the Cape has to offer.

There's good symmetry between the dynamic exterior and interior. Inside the driver is cocooned within an intuitive and focused space. Bold, horizontal lines emphasise the width, adding a notion of roominess and the collection of leather and trim surfaces help lift the overall impression of luxury and sophistication. That said, some of the trim choices on the fascia feel a little below par for a premium vehicle. It's subjective,

but perhaps some textured metallic surfacing or gloss-black inserts would help amend this issue. Some personalisation is however to be had with the choice of two upholstery hues: dark rose and black leather.

Under the skin the RC's platform is a bit of a hybrid: the front is borrowed from the Lexus GS, the middle the IS Coupe and the back the IS sedan, but the overall result is a very accomplished handler. Pair to this the vehicle's adaptive variable suspension, comprising a double wishbone front/multi-link rear (tuneable via Drive Mode Select) and Dynamic Rear Steering and you'll soon

realise just how talented it is through the twisty stuff. The steering is sharp and precise allowing you to accurately thread it through corners and the generous helpings of grip served to the rear wheels makes for a confident and compliant steer. Speaking of compliance, the RC350 delivers a superb ride quality, this despite its low-profile tyres and 19-inch wheels.

While the RC 350 F-Sport loses

out to its chief rivals, the BMW 4 Series and Audi A5, particularly from a performance and pricing perspective, it makes a serious case for itself when you start going through the standard equipment list. Yip, it will set you back R730 900, but standard fittings include everything from leather upholstery, a moonroof, power seats, satnav and a 10-speaker audio system, to the eight airbags, reverse camera, parking sensors and Lane Departure Alert. That's a pretty handsome list bound to garner traction with those wanting a value for money proposition. Given its ability and attributes here's hoping it gets the credit and sales success it deserves as it's one of the best grand tourers in the premium coupe segment right now. **to**

AARON BORRILL

🔗 AaronBorrill

Lexus RC 350 F-Sport

> **Price** R730 900 > **Engine** 3.5-litre V6, 233kW @ 6400rpm, 378Nm @ 4800rpm

> **Transmission** eight-speed auto, rear-wheel drive > **Suspension** Double wishbone front front and multi-link rear > **Length/width/height** 4695mm/1840mm/1395mm > **Weight** 1740kg

> **Performance** 6.3sec 0-100kph, 230kph top speed, 9.4ℓ/100km, 217g/km CO₂ > **On Sale** Now

► **HIGHS**
Aesthetics, style and drive

► **LOWS**
The bonkers RC F isn't coming

► **VERDICT**
Superb value for money, great noise. A bona fide driver's car

Upsized with 'the works'

Forget downsizing and rightsizing, there's an encouraging trend creeping into the hot hatch scene. **Ray Leathern** investigates with the help of Mini's new John Cooper Works hatch



IT'S A HOSTILE environment for motoring enthusiasts these days. Fuel is perilously close to R14 a litre, there's e-tolling, a CO2 emissions surcharge on any car with a pulse and more traffic on our roads than ever. Now even the car companies are turning against us, turning the turbocharger from a performance enhancer into a tool of evangelical eco-ism. The turbo now acts as temperance for fuel consumption and a firewall to emissions as opposed to the one-way ticket to laggy G-forces and battered kidneys that it once was. Manufacturers match these downsized turbo engines to long-ratio transmissions and ever-bloating bodies and the result isn't just killing the kilowatt, it's also sounding the death knell for driver immersion. Well, that's until you examine an encouraging trend in the newest hot hatchbacks. Volkswagen's Polo GTI has gone from 1400cc to 1800cc; likewise, Mini has gifted its top turbo motor an additional 400cc for petrol and air to hopefully spark a dose of lusty driver enjoyment.

Are cracking little hot hatchbacks on the comeback trail? On the evidence of my brief



Standard sporty JCW fare inside. Chiropractor appointment not included

John Cooper Works hatch drive they most certainly are. All-new JCW componentry includes the engine, all-new suspension, full sports exhaust and a Brembo brake system. Mini's previous 1.6 turbo was best enjoyed tearing round your neighbourhood alledgedly to buy milk but now that the new

Mini Cooper S John Cooper Works Auto

> **Price** R441436 > **Engine** 1998cc 16v 4-cyl, 170kW @ 5200rpm, 320Nm @ 1250-4800rpm
> **Transmission** six-speed automatic, front-wheel drive > **Suspension** MacPherson strut front, multi-link rear > **Length/Width/Height** 3874mm/1727mm/1414mm > **Performance** 1295kg
> **Performance** 6.1sec 0-100kph, 246kph top speed, 5.7ℓ/100km, 133g/km CO2 > **On sale** Now



Thought the new Mini had gone a bit soft? Not this one. It gets Mini's most powerful engine yet

scamp packs the same displacement under the bonnet? Gone is the torque shortfall and laggy power delivery.

Instead, it's a seriously fast machine that rockets the instant you stab the throttle. Max torque's available from 1250rpm, all along an anvil-flat curve to 4800rpm. This means 0-100kph is done and dusted in a mere 6.1 seconds in the six-speed automatic (manuals available from Oct.) and the top speed is 4kph shy of a restricted BMW M5. The trick engine features much BMW yumminess such as a turbo nestled snugly in the exhaust manifold for instant response, Double-Vanos and Valvetronic variable valve timing. It sounds the business, too, all growly K9 noises piped into the cabin. Best of all, the typically quick Mini turn-in (or 'maximum go-kart feel' when in Sport mode) is still there. Electromechanically assisted steering darts into tight corners, and in fast sweeps you don't steer so much as suggest a direct change with a twitch of your palm on the wheel.

Is it more comfortable than the old one? Mini's reputation for loud cabins, flimsy plastics and a firm ride will live on with this JCW but then again the Mini 5-door we were shuttled to and from the venue in also felt like Manny Pacquiao was in the boot jabbing away at the rear suspension. It is a John Cooper Works, not a baby stroller – it's bound to be a little firm.

So the new car is torquier, faster, stops and handles better but ultimately is still priced in Golf GTI territory and that's what sensible money dictates you should buy. Thankfully the new John Cooper Works is having none of this sensible nonsense. **itc**

🔗 Ray@TopCar





MERCEDES GLC

Mid-size meanderwagen

Finally Mercedes-Benz introduces a right-hand drive Q5 and X3 rival. By **CJ Hubbard**

THIS MONTH'S 'NEW' Mercedes SUV is called the GLC and it plunges straight into the intense on-going fisticuffs between the Audi Q5, BMW X3,

Land Rover Discovery Sport and Porsche Macan. Although to be honest, that last is essentially standing at one side of the room looking like a badass, and no-one is really giving it any grief.

Anyway, the GLC is the replacement for the GLK, a mid-size pseudo-mudplugger that never troubled us due to the Germans' lack of interest in making the four-wheel-drive platform compatible with steering on the right. The GLK was Mercedes' best-selling SUV all the same, and we can confidently

predict that the GLC isn't going to have any trouble carrying on this tradition.

It is easily the best 4x4 the firm currently makes, even if the engine range on rhd arrival in November will be limited to just two variants of 2.1-litre turbodiesel and two variants of 2.0-litre turbocharged petrol. Most buyers will opt for the more powerful 250d rather than the entry 220d, and given the upgrade costs around R20k with no CO₂ emissions or fuel consumption penalty for an extra 20kW and 100Nm we won't be arguing with them. The engine is slightly noisier in the punchier configuration, but in the grand scheme of Mercedes 2.1 turbodiesel applications it's practically demure – refinement here is very good indeed, and performance more than adequate to wake up the ESP on a winding road.

In this respect, the early onset understeer is a tiny bit disappointing given the supposedly rear-biased 4wd system. And while the optional air suspension helps keep you upright in the sportier Dynamic Select driving modes, it never really delivers outstanding comfort in the less determined alternative settings. Still, the air does give the equally



Every bit as special as the C-Class, only with slightly thinner air

optional Off-road Package another 50mm of ground clearance to play with (it's actually quite impressive in the rough), and can lower the rear to make life easier for vertically challenged canines.

But no-one is going to buy the GLC just for the driving experience. They – you? – are going to buy it for the handsome modern Merc exterior, which gives way to an outstanding modern Merc interior with all the right curves in all the right places. Technically, this is the SUV of the C-Class family, but it

seems to be channelling a touch of S-Class Coupe in the higher-living Designo specification. Roomier and lighter than the GLK that went before, the GLC really does make the GLE seem like old hat – there can be fewer better justifications for downsizing from within the same brand. As for that opposition, while rivals are cheaper and most certainly better to drive, in the GLC you might just feel like you've already arrived. **TC**



↑ The new Comand touchpad controller: once available only on sci-fi spaceships, now reality

Mercedes-Benz GLC250d

> **Price** R622260 > **Engine** 2143cc 16v four-cylinder, 152kW @ 3800rpm, 500Nm @ 1600rpm
> **Transmission** nine-speed auto, four-wheel drive
> **Performance** 7.6sec 0-100kph, 222kph, 5l/100km, 129g/km CO₂ > **Weight** 1845kg
> **On sale** November 2015

► **HIGHS**
Great interior, good refinement

► **LOWS**
Pricey, limited engine choice, understeer

► **VERDICT**
Want to try one without air suspension, but the best Merc 4x4 far

ROAD TEST.

MERCEDES-AMG C63 S

Pistons at dawn

Despite its downsized powerplant, the new C63 S AMG is just as devastating in a straight line as its predecessor. There's more power, noise and better consumption, too. Queue here

Words Aaron Borrill **Photography** Peet Mocke





NO OTHER vehicle in the AMG portfolio embodies the niche's ethos as completely as the Mercedes-Benz C63. The first one was purpose-built from the ground up by Affalterbach and enthralled enthusiasts the world over with its unruly naturally aspirated 6.2-litre V8 lump. It was an intimidating machine – relentlessly fast and as loud as they come and that's what gave it

the reputation it still has to this day. So the new C63 has a lot to live up to and the team at AMG had their work cut out for them retaining the predecessor's soul despite global demands for smaller engines and lower carbon emissions. ▶



**Come off the throttle and
the overrun crackles like
fynbos in a veld fire**



Controlled aggression

The C63 S lacks the sinewy definition and outright muscular stance of its forebear. Instead, it relies on a deeper front bumper replete with gaping air intakes, swollen wheel arches and 19-inch alloy wheels to get the job done. The rear end gets a sculpted diffuser with trademark AMG quad exhaust pipe arrangement and of course there's the usual throng of AMG badges intentionally placed on its sheet metal. Look a little deeper and you'll notice suggestions of pent-up malice lurking in the details. The fire-opal red paint is accentuated here by the exterior carbon package (R35 800) that comprises carbonfibre garnishing on the rear spoiler, mirror housings, side skirts, front A-wing and diffuser. And then there are those massive carbon ceramic stoppers, identified by the bright orange calipers and mottled-look brake rotors. Everything you see here has a particular purpose and although the aesthetics are somewhat tame compared to its arch rivals the soul of AMG runs deep through its veins.

First-class cabin

Things are equally subtle when you climb inside. The cabin is refined and well-polished, and appears larger from the passenger seat than behind the flat-bottomed Alcantara-clad wheel. The driver pod bristles with an initially intimidating set of AMG-specific buttons, controls and gadgets that nevertheless quickly become second nature. The level of luxury and trim is among the best in the segment and the quality is indisputable, almost S-Class in execution. Fillets of piano-black trim accent the dashboard and transmission tunnel, AMG badges are scattered about and the leather seats provide excellent support during enthusiastic driving. It is a fantastic environment.

Sensory overload

It may be powered by a downsized 4.0-litre but AMG has stuck with the V8 recipe, using two turbochargers to ensure it remains as feral as ever. Indeed, the engine delivers more power, better performance and lower emissions thanks to some clever engineering. Items such as the pistons have been forged, the cylinder heads comprise zirconium alloy and the two turbochargers reside between the cylinder banks to ensure a compact unit. An AMG Speedshift MCT 7-speed sends drive to the rear wheels and provides five different drive modes including comfort, manual, sport, sport+ and race. The powerplant is closely related to the one inhabiting the engine bay of Mercedes-AMG GT, so the exhaust note is full of emotion and not as muted as you'd expect. Instead the soundtrack is granular at idle, building in decibels as you engage the exhaust button and dial in power. Come off throttle and the overrun crackles like fynbos in a veld fire. It's sensory overload, really, and when you floor the throttle for the first time you realise this car is a bit of a grizzly bear – deceptively nimble and full of bite. The 375kW/700Nm cranked out by the engine ensures a 0-100kph blast in just over four seconds before topping out at (an unlimited) 290kph, compliments of the Driver's package – a R13 500 option. Hooked up to our test equipment we managed to record a 4.46sec 0-100kph and 12.48sec



It may look a little tame but a series of subtle touches hint at the beast that lurks within





Nope, this isn't the S-Class. The C63 S is almost as luxurious as its bigger brother – refined, classy and comfortable in every way imaginable



↑
Don't mess with the S. Badging likely to strike fear into many road users

←
Those beautiful golden objects are the carbon ceramic brake calipers. Powerful in their own right

quarter-mile. However, it's more the in-gear tractability than standstill g-forces that frightens passengers. The C63 blasts forth without let-up, reeling in the 6250rpm redline gear after gear while the large ceramic brakes reverse inertia with an equally impressive sucker punch as they send your innards in the opposite direction.

You'd expect these right-foot exercises to be costly when it comes time to fill up the fuel tank but it is relatively frugal – well, in this context anyway. Driven conservatively, you'll return anything from 12-16l/100km. Let the red mist descend and that figure will quickly rise alarmingly to upwards of 18l/100km. The best and latest technology can only do so much – a V8 is a V8 is a V8, even a clean, carefully prepared one.

Taming the ire

The ride quality is as buttery soft as they come – think S-Class. Despite this, firmer springs and larger-diameter anti-roll bars feature all round, as do stiffer bushings and three-stage adjustable dampers which, along with new wheel bearings, allow the car to be set up with greater negative camber for improved cornering. The electrically assisted steering has also been recalibrated and delivers substantial feel and weight, mode dependent of course. Its accuracy takes the guesswork out of cornering, allowing you to intuitively feel your way through lefts and rights. There's also a fancy limited-slip differential – electronically controlled in this application – which helps transfer all 700Nm to the road surface. Body control is



Details are what defines the quality of the C63 – from the exterior to the stunning cabin

MEET THE RIVALS

BMW M3

• **Price** R1065992 • **Engine** 2979cc 6-cyl twin-turbo, 317kW @ 5500rpm, 550Nm @ 1800-5500rpm • **Transmission** 7-speed M DCT, RWD • **Stats** 4.1sec 0-100kph, 250kph, 8.3ℓ/100km, 194g/km



Audi RS5

• **Price** R1029500 • **Engine** 4163cc V8, 331kW @ 8250rpm, 430Nm @ 4000-6000rpm • **Transmission** 7-speed S tronic, AWD • **Stats** 4.4sec 0-100kph, 250kph, 10.5ℓ/100km, 246g/km



OUR CHOICE: In this day and age a performance offering is not just about brutal acceleration and the wonderful noises that accompany it. Advances in technology mean buyers now want it all – an all rounder that charges as well as it caresses and there's only one that delivers in all aspects: the C63 AMG.

drivetrain. This particular offering is a pricey unit – R1 217 595 in standard trim, R1 503 595 if optioned like ours. Sure that's a lot of money but some of these items are non-negotiable to some, especially if like many buying into this segment, you're looking for exclusivity. These include the Driver's package (increase in top speed), AMG performance exhaust (louder noises), AMG ceramic brakes (better stopping), and the exterior carbon package (sophisticated bling). There's ultimately little performance difference between this model and the 'regular' C63. Indeed, with or without the 'S' badge you're buying a genuine sports saloon and a thoroughbred performance machine that's up to any task, no matter the occasion or the scenario. One's just a little more special than the other. **TC**

👤 AaronBorrill

Mercedes-AMG C63 S

Price (as tested) | R1217 595 (R1503 595)

Engine

3 982cc 32v twin-turbo V8

Transmission

MCT 7-speed auto, rear-wheel drive

Suspension

Double wishbone front, multi-link rear



Boot capacity

436ℓ

Kerbweight

1655kg



Power & torque

Power

375kW @ 5500-6250rpm

Torque

700Nm @ 1750-4500rpm

Power to weight 227kW per tonne

Brakes & wheels

Brakes front

Carbon ceramic

Brakes rear

Carbon ceramic

Wheels

19-inch alloys

Tyres

Michelin
245/35 ZR19 front
265/35 ZR19 rear



Performance data

Acceleration

0-60kph 2.64 sec

0-80kph 3.51 sec

0-100kph **4.46 sec**

Overtaking

60-100kph 1.85 sec

80-120kph 2.25 sec

Braking

100-0kph 2.69 sec/40m

Top speed

290kph



Fuel consumption

Fuel supply

Direct injection

Claimed

Urban cycle 11.1ℓ/100km

Extra-urban cycle 6.9ℓ/100km

Combined cycle 8.4ℓ/100km

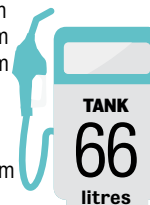
CO2 emissions 195g/km

Actual

Test route 80km

Consumption 14.2ℓ/100km

Cruising range 465km



Warranty, servicing

Warranty

2-year unlimited km

Maintenance plan

6-year/100 000km

Service intervals

Determined by OBC

superb, there's minimal roll, which gives the reassurance to dig deeper into the car's limits and grip reserves. That said the tunable drivetrain settings also allows for civilised cruising – even in heavy traffic.

Verdict

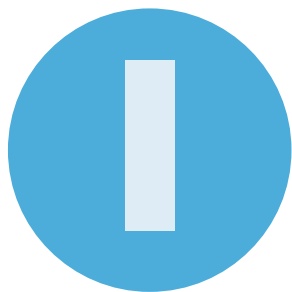
Is it better than the previous C63 AMG? Well, it's easier to live with, certainly. A car such as this is suited to a corporate family man with a penchant for performance. It can do both comfort and crazy very, very well, thanks to the adaptable nature of chassis and

CITROËN DS3 E-THP 120KW SPORT

DS3 Redux

The talented hatch that kept the flame burning for Citroën while it struggled has been reworked for 2015. Does the encore do it justice?

Words Ray Leathern Photography Peet Mocke



IT WAS IN PARIS in 2009 when the DS3 was first launched. Today they'd call it a 'takeover'. Shop fronts down the fanciest *rues* were emblazoned with marketing imagery and the defining slogan, 'anti-retro'. Parisians and the rest of the world took it to heart and the DS3 has long been a kind of street

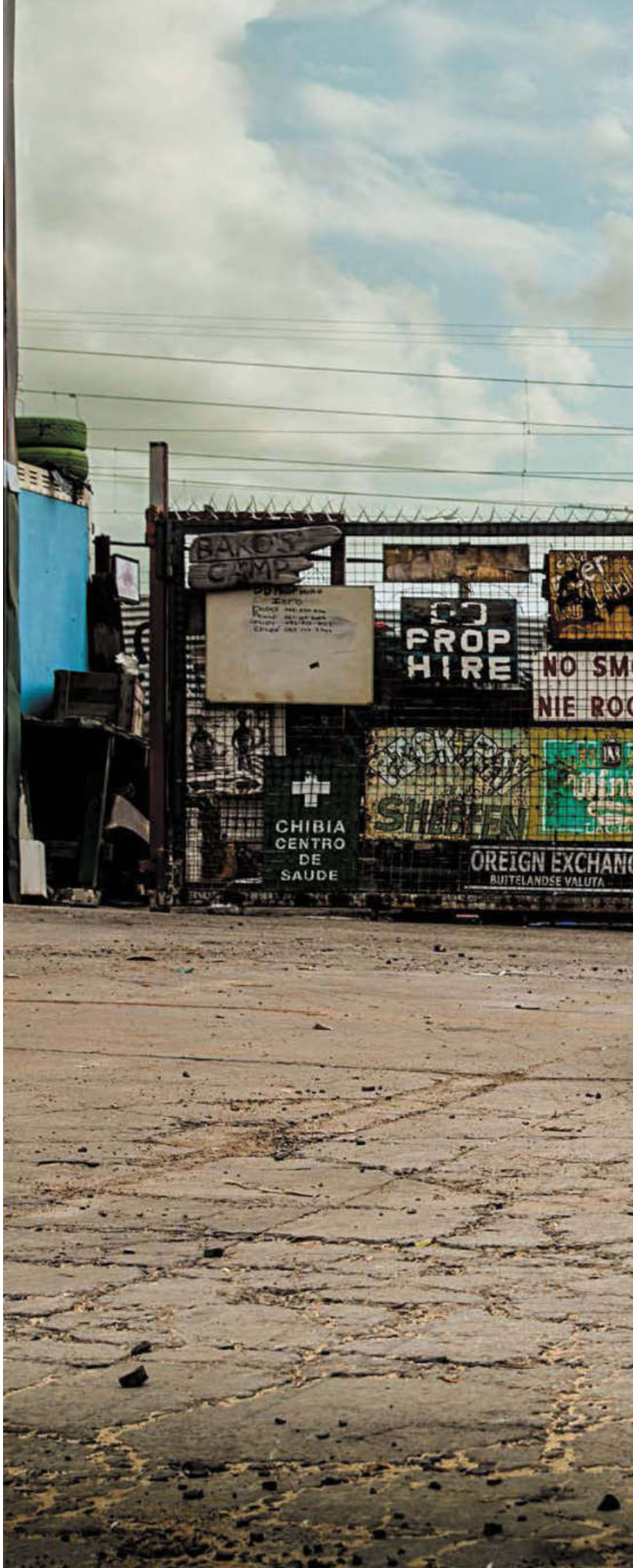
hero among well-to-do Euro-sympathisers whose questionable wardrobe contains an assortment of flat-peaked caps, hoodies and track pants. You know those MTV, wrong-side-of-the-track, French-Geordie-Shore types. The nub, crucially, was the DS3 didn't lack the snap, crackle and pop to mix it with the hatch of the time, the Mini Cooper S (with which the top THP model shared an engine, of course). Since then Mini has grown up in size and attitude, backed by Beemer's bountiful coffers. And the DS3? Well, at first glance it appears to have been held back a year.

Light show

By appearance this is a car that embraces the same 'anti-retro' aesthetic of its predecessor. Were the coffers a bit empty or did the French firm prefer to keep it 'old-school'? Let's be kind and go for the latter. But Citroën loves to splash a car with a whole lot of chrome in the hope it'll give it a premium outcome and this DS3 is no different. Sitting upright, with its funky off-axis B-pillar intact, white body and contrasting black roof and wheels, it looks chunky and assertive rather than hot-hatch aggressive, and is now replete with techno jewellery in the form of all-LED headlights, cool 3D-effect taillights and scrolling front indicator and hazard lights. Frankly once you've seen how they flow directionally to the outside of the car it makes other plain, blinky turn signals on more expensive cars look inferior. Within five years I predict even the cheapest flotsam out of China will be sporting sideswipe turns signals, but for now, they're damn cool.

Glade perfumery

BMW's spent millions on a fragrance expert for the new 7 Series to make it smell all fancy and business-like. Although I'm yet to smell it, I'm guessing the same perfumer didn't work on the DS3. ▶







Sorry Citroën but your perfume dispenser makes me feel like I need a shower after every drive. Sadly, that's not my only gripe with interior life of the DS3. Though the top dash is smartly dressed in gloss black plastic and metallic accents, it feels dated now – funny shaped hazard/unlock buttons, CD loader with HIFI sign on the stereo, et al. I know fashion is cyclical but newer cars like the Opel Adam do the trendy-interior-thing so much better today. Add the inconvenience of no glove box, no cup holder and an arm rest which intrudes on gear shifting space and the DS3's interior is pretty hapless. Just ahead of the gearbox are the

operation buttons for the radio/sat-nav/infotainment system, jammed into the fascia's nether regions as an afterthought. And there is no touchscreen or voice activation, so you *will* need fingers like toothpicks to operate anything. Alternatively, functions can be controlled with the Renault-type button grenade hidden behind the steering wheel but that takes getting used to if you're unfamiliar with the button/scroll layout. It's all a bit of an ergonomic mess, so make peace with it and simply focus on the good points – the comfortable, figure-hugging seats and typically quiet cabin.

Pint-pot performance

Citroën has a rally pedigree next to none – the likes of which Hyundai with their virginal WRC endeavours and upcoming N-badged performance cars can only dream of. And yet, the updated 1.6-litre e-THP has only had a slight power bump from 115kW/240Nm to 120kW/245Nm. Not enough to worry the hot(ish) hatch fraternity or do the sportiest DS3 you can buy any justice. But that's not the point, apparently. Instead, the effort has been expended in making it more environmentally-friendly. The old MPI mill, now aided with stop-start, is Euro-6 compliant and outdoes the new Mini Cooper S 2.0T in economy and CO₂ stakes, and it still feels clean revving and light as a feather. The prompt and fuss-free manner in which it puts its power down never fails to impress. In testing we bettered Citroën's own claimed acceleration figures, with consistent sub-8sec runs to 100kph, exploiting a nice biting point in the clutch to get it bursting off the line. In that respect it reminds me of the VW Golf IV GTI – a car that made the most of



The divine is in the details for this DS3. And it needs to be because the hard points are unchanged

every kW and Nm it had on offer. Better still, there is no sport mode to do the usual gimmicky dance with the accelerator mapping and steering weight, and traction control is deactivated when it says it's deactivated – the result is a refreshingly honest drive. My only gripe is the uninspiring aural stimulation that won't awaken the Seb Loeb in anyone. A load of transmission whine and faint hiss from the turbo when you lift is all you get.

Whiff of WRC

A familiar issue of DS3s of yore persists – you're simply sat too high in the car.

However, faint glimmers of Citroën WRC can be felt in two areas. The

six-speed box is undoubtedly the best in the PSA Peugeot-Citroën's armoury at the moment. And, unlike hotter rivals that try to eliminate vertical body movement, the DS3 displays more pliancy, soaking up the rough stuff with real efficiency. Lob the DS3 into a corner with ambitious speed, accept the initial roll, then marvel as the rear suspension clings on, hardly irritated by uneven tarmac or surface variations. Equally, there is a reassuring meatiness in the steering you struggle to find in modern cars these days, particularly just off the straight-ahead position. A nicely understated servo effect and

unambiguous response gives you a feeling of confidence and control at speed. All this accomplishment, however, is dampened by a slow steering rack that requires an extra turn of lock around tighter hairpin bends. Despite the very good, standard-fit



MEET THE RIVALS

Mini Cooper S

• **Price** R370 647 • **Engine** 1998cc 4-cyl petrol, 141kW @ 6000rpm, 280Nm @ 4000rpm
• **Transmission** 6-speed manual, FWD • **Stats** 6.9sec 0-100kph, 235kph, 5.9ℓ/100km, 138g/km



Alfa Romeo MiTo 1.4 QV

• **Price** R305 000 • **Engine** 1398cc 4-cyl petrol, 125kW @ 5500rpm, 250Nm @ 3000rpm
• **Transmission** 6-speed manual, FWD • **Stats** 7.5sec 0-100kph, 160kph, 6.0ℓ/100km, 139g/km



OUR CHOICE: If you're after a sprightly, well priced, head-turning Euro hatch, the underrated Alfa Romeo MiTo might qualify as a surprise pick. Ultimately we'd still go for the daddy of the segment, the Mini Cooper S.

Michelin Pilot Exaltos, other modern cars can turn that little bit tighter nowadays, albeit with less communication to the driver.

From anti-retro to retro

Perhaps without knowing it Citroën has moved on from 2009 and this car. I'm lucky enough to be entrusted with TopCar's long-term C4 Cactus and the DS3, with all its chrome and perfumes, makes the pure, pared-down C4 Cactus look like the most sincere car in the world. The DS3 Sport is far from a disappointment, make no mistake, and its ability to maximise every kW and Nm is praiseworthy, but somehow it all feels a little underwhelming now. Can it be the Citroën poster child has been dethroned? It's a cruel world but I guess we move on. **to**

Ray@TopCar

Citroën DS3 e-THP 120kW Sport

Price (as tested) | R329 900

Engine

1598cc 16v 4-cyl turbo

Transmission

6-speed manual, front-wheel drive

Suspension

MacPherson strut front, torsion beam rear



Boot capacity

285l

Utility space

980l

Kerbweight

1140kg



Power & torque

Power

120kW @ 6000rpm

Torque

240Nm @ 1750rpm

Power to weight

105.5kW/tonne

Brakes & wheels

Brakes front

Discs, vented

Brakes rear

Discs

Wheels

17-inch alloys

Tyres

205/45 R17

Michelin Pilot Exalto



Performance data

Acceleration

0 – 60 3.77sec

0 – 80 5.69sec

0 – 100 **7.78sec**

Overtaking

60 – 100 5.05sec

80 – 120 5.55sec

Brake

100 – 0 2.90sec in 44m

Top speed

218kph



Fuel consumption

Fuel supply

Multi-point injection

Claimed

Urban cycle 7.1ℓ/100km

Extra-urban cycle 4.6ℓ/100km

Combined cycle 5.6ℓ/100km

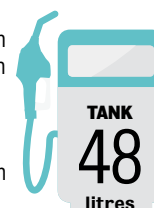
CO2 emissions 129g/km

Actual

Test route 80km

Consumption 6.6ℓ/100km

Cruising range 720km



Warranty, servicing

Warranty

3-year/100 000km

Service

4-year/60 000km

Service intervals

15 000km



QUICK GROUP TEST

Hatchbacks gone hairy

Front-wheel drive means they're just this side of hyper. By **Calvin Fisher**

I F YOU'RE NOT looking at spending north of half a mil, and you're quite alright to forgo the all-wheel drive route made popular by the RS3, A45 AMG and soon-to-be Ford Focus RS then these three will most likely have risen to the top of your prospective hot-hatch list. Rightly so, each represents a somewhat different take on the genre. Here intensity ranges from the mature VW GTI, the ever-an-all-rounder ST, to the bonkers RS Trophy. Two are special editions and the other a facelift. Let's dance.

Ford Focus **ST3**

What's new here?

The facelifted Ford Focus doesn't receive any power upgrades as such, rather a fettled suspension and steering rack plus a squintier expression thanks to narrower headlamps and a more chiselled aesthetic. The end result is a subtle update that brings the Focus style in line with its Fiesta sibling.

On climbing in...

The cabin has been given a healthy update with a revised multimedia interface (now with Sync 2) and slimmed HVAC controls. It's a sports car ultimately, and that means bucket seats and the obligatory flat-bottomed steering wheel. ST badges abound, as does racy tinsel such as an ally gear knob and pedals. Feels more premium but a Golf it still isn't.

So, how hot is hot?

From the outside, quite! We love the new Stealth paintjob. We dislike the old alloy wheels though, instantly dating the car. Hop in, drop the clutch (ST comes in manual only after all), flatten the throttle and you'll be reminded of the Focus's performance chops once again, and what is arguably the best four-pot noise in the business.





VW Golf **GTI**

What's new here?

Not a lot really. The Performance Pack iteration of the most seasoned hot hatch entails little more than an extra 7kW in the shunt department. DSG comes standard here, as does DCC, VW's adaptive damping system. On the tin there's a new red GTI badge at the back, a GTI logo on the front calipers and larger discs at the back. That's it.

On climbing in...

Volkswagen's favourite hatch has long since graduated from 'well appointed' to class-leading. It's sober, an ergonomic masterpiece packed with quality and finished with Germanic precision and restraint. No other hot hatch pulls off this balancing act of luxury and performance. Wunderbar! And if you think it's boring you're mad.

So, how hot is hot?

As I mentioned earlier, 'tis but a 7kW upgrade bringing the tally to 169kW and 350Nm, with a zero to hundred payload of 6.4 seconds. So it's fast, but not threatening to take your head off. Volkswagen has to leave some room for the R... And it's the same story with the looks, I'm afraid.

RS Megane **275**

What's new here?

It's the facelifted, even more special, special edition, performance-oriented Megane. Dubbed the 275 Trophy, the name provides some clue as to its new credentials, now packing 275 horsepower, or 201kW as we call it. Then there's that updated front-end bringing it in line with the rest of the Renault range. Neat.

On climbing in...

Renault's approach to the genre is a little less forgiving. I'm not calling it a torture chamber, per sé, but it takes a bit of contorting to avoid a bruised thigh clambering into those tall sided Recaro buckets. The rest of it is a bit ho-hum, save for liberal smatterings of race car detailing such as red stitching and an abundance of carbon faux-bre. One can never have too much Alcantara.

So, how hot is hot?

In a word, blistering. From the retina-frying yellow to the provocative teardrop profile, those black alloy hoops to the decals, the Trophy is designed to evoke rubbernecking. Then there's that noise, all mechanical coughs and farts with a rumbling undertone that challenges the Focus and trounces the GTI.

CONTINUED...

CONTINUED...

Ford Focus ST3

Quartermile king or apex slayer?

A zero to one hundred sprint of 6.5 seconds means the Focus ST shadows the GTI and falls half a second behind the Trophy, but makes up for this with an entertaining chassis and engaging handling. A bit of a Goldilocks car really, with most of the Megane's ability and enough of the Golf's compliance to limit the likelihood of pulverising your spinal column on anything longer than a 300km stint.



Ford's very sensible, entirely understandable, slightly dull corporate cabin gets very little ST treatment

But could you really live with it?

Absolutely, despite a ride that's arguably harder than its predecessor, it still feels like the sort of car you could drive every day. Five doors beat three in that regard as well, sorry Renault.

Verdict

The Ford Focus ST3 is a very accomplished hatch made better – fun and fast, straddling the line between luxury car and track toy rather than blurring it. Get it if you're looking for a daily-driver but have deep-seated breakfast run aspirations.

VW Golf GTI Performance Pack

Quartermile king or apex slayer?

That sprint time might just about trump the Focus ST, but it never feels it. Would you believe it's hindered by that very refinement which defines it? There's a downside to all that sophistication, a visceral link that gets mothballed when you're 'taking it to the limit', so while the GTI continues to excel in both departments, you'll more likely prefer it for the drive home.



More of the same; Golf 7 interior is sublime, so why mess with perfection? Red stitching is it.

But could you really live with it?

Yes indeed, more than any other car here. Have a look around, there's a reason why every second Golf on our roads is a GTI. They're versatile, handsome and safe – a status symbol, and perhaps an indication of a matured petrolhead. Or just an older one.

Verdict

Even without the Performance Pack, the GTI is a seven-times-honed machine, the benchmark others aspire to. It's only criticism might be that it's too refined for its own good. Hardly seems fair.



VW GOLF GTI PERFORMANCE PACK

► Price R452 000 ► Engine 1984cc turbo 4-cyl, 169kW/350Nm
Transmission 6-speed DSG, front-wheel drive ► Performance
6.4sec 0-100kph, 248kph, 6.4l/100km, 149g/km CO2 ► Weight
1384kg ► On sale Now



Renaultsport Megane 275 Trophy

Quatermile king or apex slayer?

In another word, both! The RS Trophy really delivers on the visual and aural drama. Zero to one hundred in six seconds flat. A Cup chassis coupled with a mechanical limited-slip differential means it terrorises on the drag strip and sticks like Teflon to asphalt spaghetti. Supercars, beware.



A magnificent suede wheel is all you need. And all you'll get

But could you really live with it?

Maybe its old age, but I suspect rather that it is maturity; no, experience that allows me to answer this so truthfully. No, not me... I couldn't live with it, and if your driveway can only accommodate one car, then you should probably re-evaluate your need for speed. But as a precision sports instrument that comes in a slightly more practical hatch format, nothing comes close.

Verdict

It's truly amazing what the Renaultsport Megane 275 Trophy can do. We talk about race cars for the road, but few machines get so close to the brief. It can be an ordeal though. Buy one if you're single and single-minded.

Verdict

LIKE PORRIDGE THAT'S not too hot and not too cold, or a bed that's not too soft or too firm, the Ford Focus ST represents the hot hatch that's 'just right'. It plays confidently in the middle ground and by virtue of a sticker price some R20 000 south of its rivals can even claim to be affordable. It's the one I'd have. The Golf is a masterclass, engineered to the nth degree, perhaps to the detriment of its levels of engagement. As for the Trophy, the body contorts and the mind must follow, such is the relentless ability of the French assault. Sharp yes, but like a double-edged sword. In truth, buy any one of them and you're in a pretty defensible position so feel free to indulge in your brand bias. **TC**

@Calvin_Fisher



RENAULTSPORT MEGANE 275 TROPHY

> **Price** R449 900 > **Engine** 1998cc turbo 4-cyl, 201kW/360Nm
> **Transmission** 6-speed manual, front-wheel drive
> **Performance** 6.0sec 0-100kph, 248kph, 7.5l/100km, 159g/km CO2
> **Weight** 1345kg > **On sale** Now



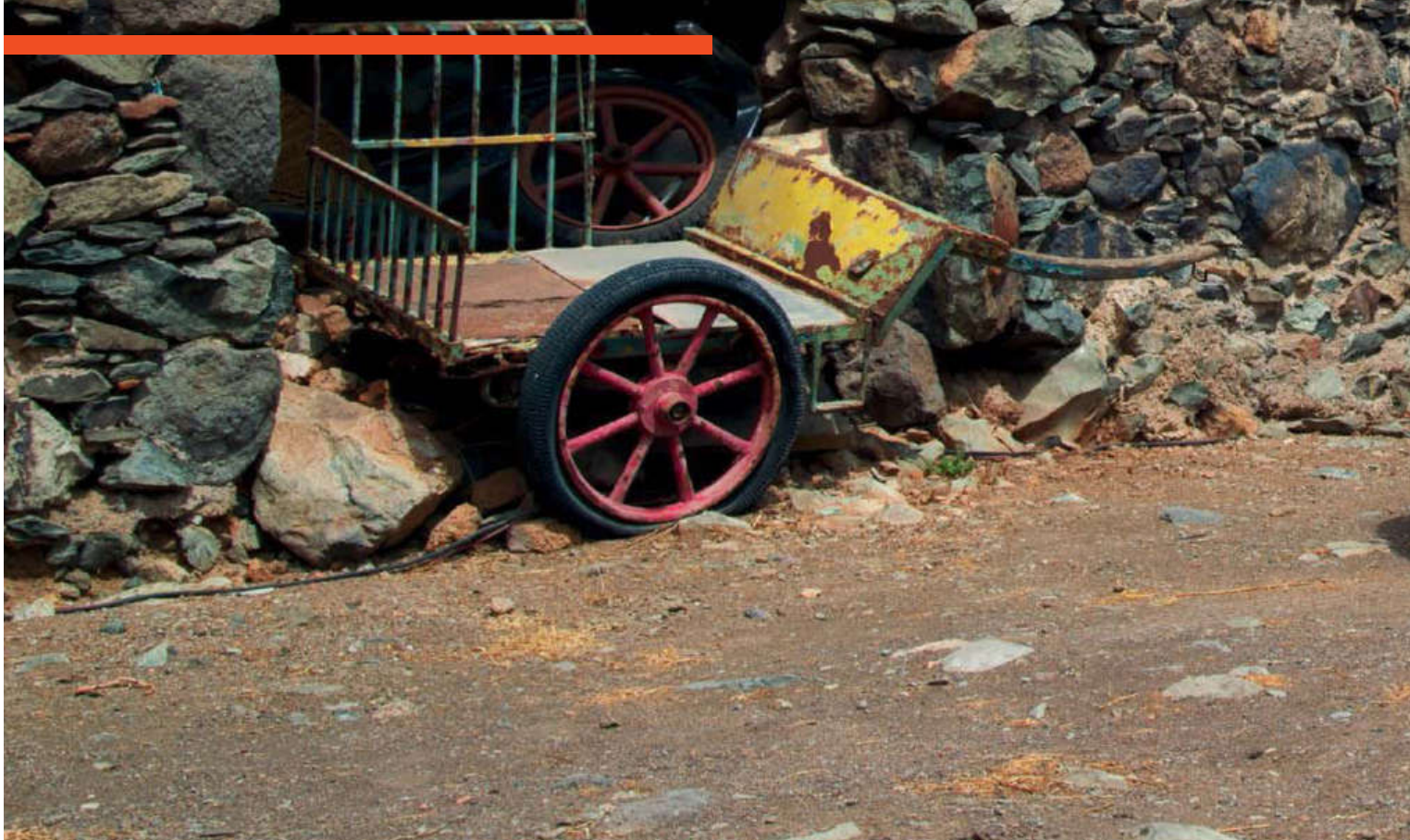
FORD FOCUS ST3

> **Price** R421 900 > **Engine** 2000cc turbo 4-cyl, 184kW/360Nm
> **Transmission** 6-speed manual, front-wheel drive
> **Performance** 6.5sec 0-100kph, 248kph, 6.8l/100km, 159g/km CO2
> **Weight** 1437kg > **On sale** Now



The people's champion

Goodbye ix35 nameplate, hello old friend – after a six-year forced hiatus the much-loved Tucson returns to South Africa, rebadged and reinvigorated. **Aaron Borrill** put the third-gen through its paces, both on and off-road, in Maspalomas, Gran Canaria







THE COMPACT SUV segment has come a long way since the Tucson first arrived on the scene in 2004. Back then there were only a few competitors vying for segment dominance. Now, an army of competitors fights monthly to be top dog. The all-new Tucson has a lot to live up to – especially in South Africa where its predecessor (badged ix35) sold over 32 000 units and spent most

of its lifecycle at the top of the sales charts. In fact it was only recently usurped by the Ford Kuga. If it is to regain its crown, it will have to be very good indeed, and well priced, too. Hyundai SA has made a canny move by bringing back the much-loved Tucson name. According to James Kim, Vice President and head of Africa and the Middle East for Hyundai, it's all part of the plan. 'We want one simple single message to give to customers and now the name is the same all over the world.'

Fair enough – having a globally unified approach is

astute in terms of future marketing spend.

So to the actual car. With its subtropical climate, massive changes in elevation, pristine mountain passes and rocky terrain it's easy to see why the island of Gran Canaria was chosen as the venue for the global test drive. It's hot. Since arriving the mercury hasn't dropped below 36 degrees and the 60 per cent humidity isn't doing much to help me adapt from the cold Cape Town winter I've left behind. A first-timer would expect such a small island (1560 square kilometres) to be underdeveloped, but it's surprisingly well serviced: Gran Canaria is home to nearly one million people and some of the road network and infrastructure is up there with the rest of Europe.

The sharp, very contemporary Tucson contrasts with the historic architecture that peppers the Maspalomas region, a direct result of the Castilian Conquests and other multicultural influences owing to its history as a popular trade port. The Tucson's progress in terms of its design is noticeable too; in a short space of time the visual

**In a short space
of time the visual
language has
evolved from
bland and generic
to exclusive and
evocative**



language has evolved quite significantly moving from bland and generic to exclusive and evocative. The Tucson you see here uses the updated riffs of what Hyundai poetically calls 'Fluidic Sculpture 2.0'. The new design blueprint builds on the company's recent push at distinguishing itself from rivals – as such the Tucson makes use of sharply sculptural surfacing, strong crease lines and striking contours. It looks pretty aggressive in the metal, especially in profile, the new, rearward-raking arches and 19-inch wheels imbuing its appearance with purpose and dynamism. Other classy touches include front and rear skid plates, polished exhaust tips, the new hexagonal grille and a chrome strip that effectively underlines the glasshouse.

As with the previous generation, three trim levels will be available: Premium, Executive and Elite – each of which is differentiated by a step up in trim and specification. One of the main talking points surrounding the new model is that of the LED head- and tail-lamps. Luxurious, pretty

and effective, they are however pricey and will, in all likelihood not make it to our shores. Neither will the Smart Power tailgate, as it's a linked option with the LED package. This is a real pity as both are superb added-value options. Their absence should translate into a better buying price.

The most notable area of change is undoubtedly that of the cabin. The progression in terms of quality is immediately evident upon entry where the surfaces and trim options are of a very high standard. While it's not quite in the same league as the VW Tiguan, the fit and finish is very impressive if anything lacking a touch in visual drama. Soft-touch cladding features on the dashboard, the instrumentation is clearly laid out and the switchgear arrangement is intuitive and grouped by function. Of course a little more range in the ▶



Despite there being no differential lock, an electronic 4wd system sends up to 50 per cent of the torque to the rear wheels depending on the conditions





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The slimmer A-pillars have resulted in better visibility for the driver. Streamlined switchgear arrangement makes for intuitive navigation

colour palette would do wonders to lift the cabin and give it more energy, but we shouldn't forget the Tucson is focused on functionality rather than outright luxury. That said, there are plenty of creature comforts to be had – take for example the rear reclining seats that offer a 34-degree adjustment, the ventilated front seats, a full-length panoramic sunroof, front and rear parking sensors, a 5-inch colour LCD display, a rear-view camera, blind-spot detection, satnav and an 8-speaker sound system.

The airiness of the cabin is a pleasant surprise. A 65mm increase in overall length and a 35mm-longer wheelbase

has freed up a notable amount of space inside so there's added comfort for both front and rear occupants, not to mention better cargo volume (513/1502-litres).

A few hundred metres is all you need to realise how comfortably the Tucson rides, this despite the 19-inch wheels. Hyundai has worked hard on improving the ride compliance and NVH levels. That said I'd suggest going with either the 17- or 18-inch wheel options with their higher tyre profiles, good for pliancy on some of SA's more questionable roads.

Here on the smooth tar snaking through the mountains however the car responds to the terrain in ways that suggest the engineering is as impressive as the new clothes. Indeed major work has gone into getting the handling and damping balance right, the reconfigured MacPherson strut front and multi-link rear suspension arrangement making a discernible difference.

It feels just as good on dirt, too, as I discovered on a gravel road detour to the GC-60 mountain pass which cuts through the village of Fataga. There's no differential lock but the electronic 4wd system works well, sending up to 50 per cent of the torque to the rear wheels depending on the conditions, reverting to front-wheel drive when traction returns to the



Hyundai Tucson 1.7CRDi

Price Not yet

Engine 1685cc turbodiesel, 85kW @ 4000rpm, 280Nm @ 1250-2750rpm

Transmission Six-speed manual, front-wheel drive

Suspension MacPherson strut front and multi-link rear

Length/Width/Height

4475mm/1850mm/1645mm

Performance 12.9sec 0-100kph, 176kph top speed, 5.3ℓ/100km, 119g/km CO2

Kerbweight 1425kg

On Sale January 2016

front. Another helpful aid is the Lock Mode which splits torque evenly at speeds up to 40kph.

It's in the mountains where the Tucson really shows its mettle, weaving through the narrow meandering roads with the composure of a hatchback. And that's precisely the feeling you get when seated behind the wheel. It feels a lot like you're driving a tall hatchback. The drive too is hatchback precise – the steering, while not as accurate as a Nissan Qashqai, needs little correction and inspires a measure of confidence often lacking with the Koreans.

There are three engine options available locally, two of which have done duty in the outgoing ix35. These include the naturally aspirated 115kW/196Nm 2.0-litre and the mightily impressive 85kW/280Nm 1.7-litre CRDi turbodiesel. A new, detuned petrol 130kW/265Nm 1.6-litre turbo GDI, as employed by the Veloster, completes the lineup. My pick of the range is the CRDi turbodiesel, linked with the six-speed manual

transmission. There's plenty of lowdown torque available – the peak is at a usefully low 1250rpm – which helps to effortlessly pull it up inclines. The straight-line performance is nothing to be scoffed at either. This CRDi offers a great mix of grunt and efficiency, registering a combined-cycle figure of 5.3ℓ/100km. The only real downside comes in the form of a numb and somewhat delayed throttle response which cannot be cured even with the sportiest driving mode selected.

The new Tucson is a well-rounded response in a segment flooded with quality contenders. This model has always been a big seller for Hyundai and it looks certain to continue in this vein – especially when considering the dynamic design, better build quality, improved creature comforts as well as the return of the Tucson badge. Yes, the interior lacks the visual punch of some of its Euro and Japanese rivals – the Tiguan and Qashqai have this area licked, but it's still a good, airy space to be in for passenger and driver alike. While the top-spec model we sampled is unlikely to be the biggest seller in the range, it's clear the basic fundamentals of a quality SUV are all present and this should interest both brand loyalists and new buyers.

Pricing is going to be all-important, probably the primary factor dictating whether the tall Hyundai continues in its predecessor's sales path. Inside sources at the Korean company indicated a probable local debut price for January 2016 of R380k for the base model. That puts it in the upper reaches of the segment, reflecting Hyundai's increasing confidence in its cache value. Will it sell at that price? Considering the strides made in refinement and quality, most probably. And high residual values, linked to a loyal customer base, will likely help it regain its spot at the top of the sales charts. **tc**

ⓘ AaronBorrill



New Tucson is competent on both gravel and tar. We'd recommend trading those 19-inch hoops for smaller items though

10

BRITISH CARS TO DRIVE BEFORE YOU DIE

Land Rover Defender
Rolls-Royce Phantom
MGB
Jaguar XJ6
Lotus Elise
Aston Martin DB5
Jaguar XJ220
Mini Cooper S
Jaguar E-Type
McLaren F1

Words: Ben Barry, Chris Chilton, Gavin Green, CJ Hubbard, Ben Miller, Ben Oliver, James Taylor, Mark Walton
Photography: John Wycherley, Charlie Magee

Many of the world's greatest cars were (and still are) made in Britain; peerless saloons, brilliant sports cars and inimitable 4x4s. To drive them is not just a delight, it's a rite of passage. From today's new heroes to a 1929 Blower Bentley, here's our ultimate 14-page bucket list...

PLUS: ULTIMATE DRIVE

Martin Brundle thrashes the 735kW McLaren P1 GTR in a warp speed track test



Land Rover Defender

The

legendary

pioneer

Land Rover's definitive off-roader founded an automotive empire, saved a nation in war and recession, and lasted 68 years. We drive the first one... and the last

Words Ben Oliver Photography James Lipman

'VE HAD A few genuinely alarming moments in cars, but never before in something with 37 kilowatts, made in 1951 and only capable of 80-something kilometres per hour. I am sitting in a Series I Land Rover: or rather I'm sitting on it, because with the canvas roof off and the windscreen folded forward, the tiny car's bare-minimum bodywork barely reaches my hips. Its highest point is the thin Bakelite steering wheel I'm grasping, and the only roll-over protection I have is my flat cap.

Ahead of me Land Rover's Roger Crathorne, the Stirling Moss of off-road driving, is easing a modern Defender over the brow of a 50-metre, 40 per cent descent whose gravel surface has been further loosened by the biblical downpour so typical of a Scottish summer. There is a nasty step about halfway down that might easily break the car's traction and there had been some debate about whether my 64-year-old museum-piece should attempt it. Roger volunteered to go first, and his Defender's vertical rear end seems to tip almost table-top flat as it goes down. As it skips over the step the engine braking proves too strong and Roger is forced – counter-intuitively – to get on the gas to raise his wheel-speed and sort out the coming slide. He brings the Defender down in one piece, and radios back to me that it is 'probably' okay to come down in the Series 1.

I don't have to make a case for the Land Rover's inclusion on our list of British cars to drive before you die. It drives like nothing else on or off the

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Defender goes down slopes so steep its rear end appears flat enough to stand a cup of tea on

road, and if you haven't driven one yet, you don't really know cars. We're not specifying which Land Rover you should drive: instead, we're driving two versions that bookend its 68-year history (and still share one common part) to see if we can detect any commonality.

But the green thread that links them connects more than just how they feel to drive. It runs right through the post-war history of Britain, and is the real reason the Land Rover deserves its place on this list. It was first conceived as little more than a tractor, famously sketched out by Rover's Wilks brothers in the sands of Anglesey's Red Wharf Bay in 1947 and designed to make use of readily available war surplus 'Birmabright' aluminium alloy, and minimal use of scarce steel. The result was so successful that it helped to kickstart Britain's post-war car industry, bringing in desperately needed export earnings, opening new markets for its car makers and sparking the British car industry's huge export boom in the '60s. The Land Rover moved explorers and aid agencies, and the British Army in every conflict since Korea.

Not all went overseas. The vehicle was as popular with farmers as the Wilks had hoped. The armoured Land Rovers of the Royal Ulster Constabulary were on the TV news every night from the start of the Troubles in the late '60s, and in the financial and industrial strife of the '70s the Series III's continued export sales kept bread on a lot of West Midlands tables. Land Rover's strength kept Jaguar alive in the last global financial crisis, and it now provides 80 per cent of the sales of the modern JLR, a riotously profitable business that is ▶



pumping cars out through British ports, most significantly now to China.

The Wilks thought they might sell 50 Land Rovers each week: over two million have been made. The Defender, as it has been known since 1990, remains the brand's heart but now provides only a tiny fraction of its sales, and this year it finally ceases production, killed by emissions legislation. This story is a farewell to a genuine motoring icon. Had it been less significant I might have bottled that descent. Instead, I put the Land Rover into what I hoped was first gear, let the clutch out slowly, planted my feet on its Bronze Green metal floor away from the pedals and let the car chunter over the brow on tickover. As it tipped forward I did a press-up on that thin-rimmed wheel and gave a silent prayer that the retirement-age transmission wouldn't slip out of gear, leaving me utterly buggered. It didn't, of course. The revs rose, the tyres gripped and this pensioner just burbled down to the bottom with less fuss than the Defender.

I love the Series I, and not just because it didn't kill me. By the time I attempted that hill I'd already spent a day driving it over the Blair Atholl estate in the Highlands. I was meant to be driving Roger's Heritage Edition Defender too, one of a limited run built to mark the end of production and already sold out. But I didn't want to get out of the Series I and Roger, who retired from Land Rover in 2013 after half a century and has probably spent quite enough time in open Landies on wet, windy Scottish hillsides, looked quite happy in the Defender.

With its fabric roof in place the Series I looks top-heavy, under-tyred and ungainly, but with the roof off and the screen down that minimalist body suggests that it's going to be fun. It is. Motoring journalists use 'agricultural' a bit too freely to describe a car lacking in refinement but the Series I really is only one step up from a tractor: the first prototype had the driver's seat in the middle and this one still has a big hole in the back for a power take-off to drive farm machinery.

But it is astonishing how something so utilitarian can have so much charisma, and how much it can do with those 37kW. At the pitiful road speeds it can manage you don't really need the screen: you just pull your cap down tight and carry on your conversation. But off-road it cedes less than you'd think to the modern Defender with its 90kW and 360Nm, partly because the burbly 37kW petrol puts out a more diesel-like 108Nm of torque. Once we turned off the tarmac and onto the gamekeeper's tracks over Blair Atholl, I just pushed the yellow knob down for



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Rollover protection? What do you think the flat cap's for?

four-wheel drive, or pulled the red lever back for low-range, and let the little car get on with it.

Forget the modern obsession with autonomous driving: Land Rover offered it in the 1940s. It copes with many obstacles at tickover: you definitely

want to keep both feet away from the pedals when descending, and if it's following ruts it even steers itself too. Because there's no superstructure you seem to get tossed around less: you just sit upright on the seat-pad and let the car pivot under your backside. It's almost comfortable, and the view out is as good as if you were walking or on horseback.

The Series I makes our modern Heritage Edition feel like a Rolls-Royce for isolation and refinement. The steering is unrecognisable: now power-assisted and operated by a thick-rimmed wheel. And of course its off-road ability is greater, with its coil-sprung suspension, modern tyres, electronic traction control and a lot more grunt.

But you really do feel like you're driving an evolution of the same car: it isn't just wishful thinking. The sense of driving something that's as wide as it is long and the view down to those sharp 90-degree corners is the same. The pedals have the same deliberate, heavy action. The gearbox has changed many times but it keeps the same slightly awkward feel of a short throw operated by a long, spindly lever. The fly-off handbrake is in the same place and works the same way.

And more fundamentally, the sense of modest but irresistible performance is identical. The autonomous-driving effect is even stronger in the Defender. Its remarkable, completely idiot-proof anti-stall system allows you to put it in first at the base of a steep, heavily rutted obstacle, take your feet off the pedals and your hands off the wheel and allow the car to drive up one side and down the other in complete control without any intervention. The fact that both cars can do so much themselves, mechanically and without sensors and a data connection, perfectly suited to and seeming to understand their environment, makes them feel as alive as any Ferrari.

Landmark cars like these seldom disappoint. You don't sell two million cars over 68 years on purely rational appeal, or if they're no good to drive. You need to drive a Defender.





Rolls-Royce Phantom

The definition of luxury

IN THE TWENTY months between May 2001 and 1 January 2003, BMW transformed the British car industry with its comprehensive reimagining of three of its icons: the Mini, the Range Rover, and Rolls-Royce. These were just the launch dates, of course: BMW had been working on the Phantom and its new factory at Goodwood in secret since acquiring the name in 1998 (and Ford lucked into acquiring Land Rover from BMW just before the Range Rover was launched). The new Mini and Range Rover would be of far greater significance, laying the foundation for the British car industry's current production and export boom. But of

these three reinventions, the Phantom was the most radical and free-thinking. It actually delivered everything that a Rolls-Royce should have had – peerless engineering, image, quality and refinement – but seldom did in darker days. Very few cars have ever felt as different to everything else that has gone before. But the Phantom's success is best proven by time: it destroyed its only rival, the Maybach, and still feels as extraordinary to drive today. **BO**

Produced 2003-present (current model)
Engine 6749cc bi-turbo V12, 338kW, 720Nm
Performance 6.0sec 0-100kph, 250kph

Effortless power

BMW's V12 was given the Rolls-Royce signature 'six-and-three-quarter' displacement, and an appropriate torque curve that delivers three-quarters of its peak 720Nm of torque at just 1000rpm. Power was once only described as 'sufficient', but BMW owned up to 338kW at launch, which accelerated the 2.5-tonne car as quickly as a contemporary Boxster.

Floats on air

The aluminium spaceframe wasn't ground-breaking but BMW just do it very well, hand-welding over 200 sections to an error margin of less than 1mm over the car's 6-metre length, adjusting tolerances daily to account for atmospheric conditions, and producing greater stiffness than an F1 car: vital for the accurate location of the air-sprung suspension that makes possible the finest ride of any car.

Quality and craftsmanship

BMW managed to create from scratch at Goodwood the same culture of detail and quality that it took the great British bespoke tailors and gunsmiths centuries to acquire. A five-metre coachline takes three hours to paint with brushes made only of squirrel or ox hair. You can feel it when you drive: the leather in your hand and under your backside is soft and almost oily and comes only from Alpine bulls because their pastures have no barbed wire.

Presence

The Phantom's design incorporated all of the cues you'd expect of a Rolls-Royce – the Pantheon grille, the long rear overhang, the 2:1 body-to-wheel height ratio of its towering standard 21-inch rims – and it bravely celebrated the fact that it was the biggest car on the road at launch by not seeking to disguise that fact. The looks weren't universally well-received, but when you're inside driving, and looking down that runway of a bonnet to the Spirit of Ecstasy, who cares?

Surprise and delight

The Phantom made its 'otherness' apparent with a bunch of features you just won't find anywhere else. The suicide rear doors feature Teflon-coated umbrellas which can be deployed instantly by your chauffeur. The wheel-centres bearing the Rolls-Royce logo spin separately and are weighted so that they are always upright, and the 'starlight' headliner uses 1600 fibre-optic lights and is best appreciated when you're lying flat on your back across that elevated throne of a rear seat.



MGB

The people's sports car

THE MGB HAS become such a quintessential hobby classic it feels like you need to peel back layers of tweed – or should that be polyester? – in order to understand why. Bad treatment by British Leyland saw it become a joke even before it eventually staggered out of production. Still, with over half a million sold in roadster and GT form, the B brought the 'British sports car' to the masses on both sides of the Atlantic, and essentially defines a pre-hot-hatch era of affordable performance motoring.

Performance? 0-100kph in 12.1sec sounds like city car territory now, and though it will top 160kph you have to work the B-series under the bonnet pretty hard. But the feeling of being alive as you push your little drop-top as fast as you dare in order to maintain maximum momentum is the very essence of the appeal here. And what the later rubber bumpers and raised ride height make it all too easy to forget is that a properly set-up MGB really handles.

Fantastic. **CJH**

MGB

Produced 1962-1980 **Engine**

1798cc in-line 4-cyl, 70kW, 145Nm (1962)

Performance 12.1sec 0-100kph, 173kph



Jaguar XJ6

The ride of your life

SO YOU THINK you know about ride comfort? You've relaxed in the back of an S-Class hotel shuttle and stormed down a Western Cape mountain trail on your fancy full-suspension 29er mountain bike. But you've never driven an original XJ? Consider a key part of your automotive schooling absent.

Here's the Jag the current crop of cats desperately wants to emulate. Those tapering flanks, impossibly low roofline and gorgeously slim pillars look great today; half a century ago this was supercar style for the fortunate family man. And it was even better to drive. Most of the

oily bits we'd seen before: the ohc XK engine, the independent rear suspension and front subframe. But get past steering that's lighter than a helium filled penny floater, and it all worked magnificently. '71's V12-powered XJ12 only adding to the refinement. Drive before you die? Put one on your drive, more like. The S1 XJ is one Britain's greatest cars, and right now it's a bygone bargain. **CC**

Produced
1968-1997

Engine 4235cc
straight six, 183kW
(gross), 380Nm

Performance
9.1sec 0-100kph,
204kph



Lotus Elise Sweet-handling saviour

6

THE CAR THAT saved Lotus did so not just through ingenious chassis design or beguiling styling but by delivering a driving experience worthy of that little yellow badge on the nose. The Elise – any Elise – is a great drive, pure and simple. And pure really is the word; few cars put you more firmly in touch with the road, or chatter away so incessantly about its surface. There's the unassisted steering, which you guide with your wrists rather than your elbows; the brake feel through those beautiful extruded aluminium pedals; and the blend of fluid ride quality and pointy handling that only Lotus seems able to pull off properly.

Infamously, things can get a bit tricky on the limit, as is the wont of most short, mid-engined

cars, but whether it's a Rover K-series or a Toyota lump in the back the Elise is involving enough to make a 50kph trundle to the supermarket feel like qualifying at Monaco. And it might have been born 20 years ago, but once you're ensconced in the chassis, Richard Rackham's study in aluminium extrusions still looks like the definition of cutting-edge modernity. Like you're sat inside a MacBook. Good job, really; the Elise will have to soldier on in its current form for a little while yet. Not necessarily a bad thing. **JT**

Produced 1996-present
Engine 1796cc 4-cyl, 88kW, 165Nm (1996)
Performance 6.0sec 0-100kph, 203kph



5

Aston Martin DB5 The quintessential Aston

Film star good looks

There has never been a more beautiful or elegant Aston Martin, and at the wheel of a DB5 you're always conscious of that. Styled by Touring of Milan – which also designed some of the best-looking early Ferraris, Maseratis and Lamborghinis – this was the work of Italy's *carrozzerie* during their golden age, the '60s. Based on the DB4, the DB5 was a longer and more graceful beast – Italian grace matched to a purposeful British stance.

Power to spare

It's hard to beat a tuneful twin-cam straight-six for smooth and gutsy performance, and at the time the UK made some of the best examples of the breed (including the contemporary E-Type's equally seductive XK motor). The DB5's 4.0-litre unit produced 242kW in its top Vantage guise, making it one of the world's most powerful engines at the time, and more powerful than its iconic contemporary, the V12 Ferrari 250 GTO.

Bespoke, special

Climb in and the smell inside a DB5 is priceless, the detailing gorgeous, as befits an interior trimmed entirely by hand. In fact, the whole car was handmade, one reason why it cost twice as much as its contemporary (and more mass-produced rival) the Jaguar E-Type. Cars were constructed by hand-forming gorgeous alloy body panels over a hand-welded tubular chassis. Each engine was also assembled by a single dedicated engine builder.

Speed to spare

Time spares no-one and, driven today, the DB5 does feel a mite sluggish (and not particularly sharp when flung around corners, either). But at the time, this was one of the world's fastest cars – that's progress for you... The 'normal' DB5 maxed at over 225kph; the Vantage was good for more than 241kph.

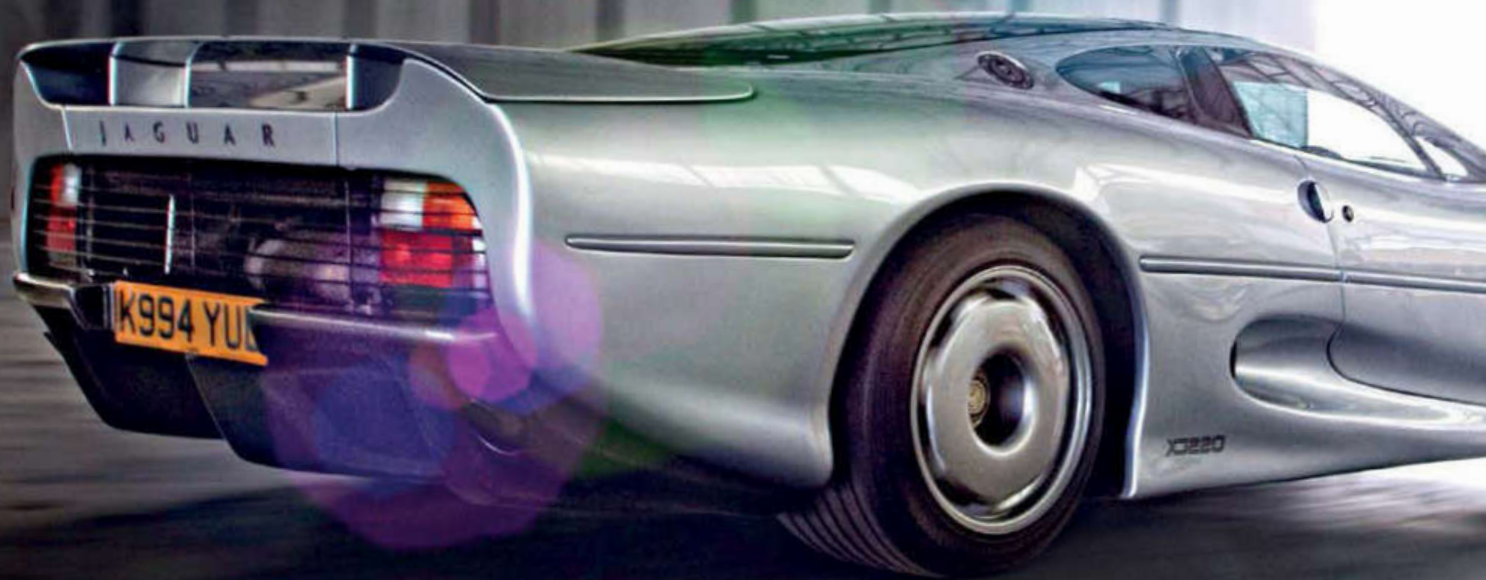
Glamour in spades

With style and speed, it's little wonder James Bond chose a DB5 (first used in *Goldfinger*). It soon became the world's most famous movie star car, and reappeared recently in *Skyfall*. It was also a favourite of numerous '60s style icons, from Mick Jagger to George Harrison. Feelgood cars come no more potent than this. **GG**

Produced 1963-1965 **Engine** 3995cc in-line six, 210kW, 380Nm **Performance** 7.1sec 0-96kph, 228kph

4

Jaguar XJ220 The ballistic basket case



WE DID 333KPH – Martin Brundle and me – just a few minutes after getting into the cocooning cockpit of the XJ220. The ground-effect aerodynamics sucked the big Jaguar hard down into the Nardo blacktop, the twin-turbo V6 wailed bloody murder behind us, my helmet rattled incessantly against the glass sunroof (Nardo feels surprisingly bumpy when you're doing more than 200mph) and next to me Brundle talked as he drove – but such was the engine scream, wind howl and tyre slap, I couldn't hear a thing he said.

It was the summer of 1992. Later, without me in the car, Brundle – then Michael Schumacher's Benetton F1 team mate – lapped at 349.4kph. Hail, the fastest production car in the world, lapping the fastest test track in Europe!

The XJ220 wasn't simply fast. It was also one of the most

eye-catching and beautiful of supercars, a long, graceful sliver of sleek aluminium. A week or so later, when I drove it on public roads, I cursed its length and girth. Its expansive footprint – simply too big for a two-seater – hampered agility. More impressively, I vividly recall its astonishingly brutal acceleration and its explosive leap even from cruising speed.

If it had been true to its original concept, it would have been even better. It was designed for a quintessential V12, not a coarse V6 (based on the Metro 6R4 rally engine). It was also originally designed for Group B racing, although it never turned a wheel in competitive anger. Never mind, it was the last Jaguar supercar and like all great Jaguars, it blended grace with astonishing pace. **GG**

Produced 1992-1994 **Engine** 3498cc bi-turbo V6, 404kW, 644Nm
Performance 3.9sec 0-96kph, 349kph

Engine from a Metro, styling from outer space and, by 1992 standards, performance from the future

Honourable Mentions

Lotus Elan The benchmark



COLIN CHAPMAN, LOTUS'S founder, knew that driving enjoyment was dependent on swiftness more than brute strength. Thus his mantra: 'Simplify, then add lightness'. He also memorably stated: 'Adding power makes you faster on the straights. Subtracting weight makes you faster everywhere.'

If more car company bosses followed Chapman's philosophy, today's bloated blighters would be a good deal more enjoyable to drive, as well as far more eco friendly. Chapman gave us the championship winning F1 Lotuses of the '60s and '70s, plus some of the finest driving cars of all time, not least the first Lotus Elan. Light (under 700kg), small (closer in length to an old Mini than a new Boxster), the Elan is a little bundle of joy to drive, and the chief dynamic inspiration for the first Mazda MX-5 25 years later. Powered by a throaty and gutsy Lotus-developed twin-cam version of a Ford four-cylinder engine, the Elan was eager, agile, and as nimble down a B-road as a terrier down a rabbit hole. Drive an Elan today, after any modern sports car, and it's quite shocking how heavy and anaesthetised the 'modern' feels by comparison.

Best of all is the steering. So sharp and linear, it feels as though there's a direct link between fingertip and front tyre. Lotus cars, of course, are still celebrated for their handling, steering and ride quality, so the Elan's legacy lives on. Sadly, the rest of the car industry has forgotten its other lesson: that less mass invariably means more driving enjoyment. **GG**

Produced 1962-1973 **Engine** 1557cc 8v 4-cyl, 78kW, 146Nm
Performance 8.7sec 0-96kph, 185kph

Lotus Carlton & Lotus Cortina The blue-collar supercars



VINYL INTERIOR, WOOD-RIMMED wheel, standard-looking body. Little to suggest the Lotus Cortina was Britain's first super-saloon... except the flash of Sherwood Green. Very Lotus.

Ford supplied two-door bodies, Lotus magic'd the rest: the 78kW twin-cam lump, close-ratio Elan gearbox, Girling brakes, alloy panels, even the leaf springs were ditched for coils. You snuggle into deeply comfortable seats, the steering rim feeling incredibly delicate as you crank it at low speeds. But the weight soon eases and you point it into bends with precision, snicking the thin gearlever through ratios that keep this energetic engine screaming. There's instant response, and the thick texture ripping from the exhaust positively encourages redline hunting. The Lotus Cortina feels hungry and alert, and soon you're entirely confident chucking this old-timer around like a go-kart.

LOTUS CORTINA Produced 1963-1970 **Engine** 1558cc inline four, 82kW (Mk2), 145Nm **Performance** 13.6sec 0-96kph, 174kph

The Lotus/GM tie-up also created the revered Lotus Carlton: 3.6-litre twin-turbo six, Corvette ZR1 gearbox, AP brakes, revised suspension, brutish looks. It made 281kW and 568Nm and could hit 283kph. Accelerate hard from a standing start and the tyres stop gripping and start slipping, smearing down the road as the LSD locks. Slot second – lightish shift, heavy clutch – and repeat until, finally, in third, the tyres regain composure. It's perfectly benign through tighter turns, but the faster stuff gets your attention thanks to heavy steering and soft suspension.

The Cortina is more delicate, the Carlton more loutish than Lotus, but both elevate mass-market mundanity to unexpected greatness. **BB**

LOTUS CARLTON Produced 1989-1994 **Engine** 3615cc straight-six, 281kW, 568Nm **Performance** 5.1sec 0-96kph, 283kph

Blower Bentley The spirit of the Bentley Boys

BEHOLD, THE MOST precious Bentley of them all. The Blower (named after its supercharger), didn't win many races and never conquered Le Mans (which its naturally aspirated brothers won five times in the '20 and '30s). Rather, the Blower Bentley was famed for its stand-out performance. Bolting a supercharger onto the nose of a 4½-litre Bentley – it literally sticks out from the grille – transformed one of the world's fastest road cars into a two-tonne Grand Prix contender.

The whole driving experience is unlike anything a modern car can dish up. To coax this lumpy old four-cylinder into life involves turning on an electrical master switch, the magnetos, a fuel pump, pressing a brass starter button, then advancing the timing (by a lever) as the beast explodes into life with a gruff roar.

The steering wheel – Bakelite-rimmed, metal-spoked – is vast in size and astonishingly weighty to manoeuvre. Confusingly, the brake and accelerator pedals have switched places. The clutch, conventionally sited to the left, is thigh-bustingly meaty. Changing gear means double-declutching. You have to be precise, firm-but-delicate, and get the revs just-so. Throttle response, thanks to the supercharger, is mighty and neck-jarringly instant, especially from low revs. The long-stroke engine is slow revving and torquey, like a big diesel. The sweet spot is at about 2600rpm (135kph in top gear) although it will keep bellowing, coarsely, up to 4500.

Cornering involves a mighty stab on that brake pedal (on the right!) and then great arm and shoulder heft, as you manhandle the



steering wheel. Enter the corner slow – otherwise the nose-heavy, top-heavy behemoth will plough off the road, snout first. Then accelerate strongly (centre pedal!), the four-pot growling and screaming, as it punches hard for an 86 year-old.

As we drive, there is a delightful cocktail of sensations: a slight whiff of oil and petrol and exhaust fumes; the bellowing exhaust behind and roar of the engine in front; the faint whistle and whine of the supercharger; and wind blasting your face from around the dainty little aero screens.

Just 55 Blowers were built, five of them racing team cars. **GG**

Produced 1929-1931 **Engine** 4398cc inline 4-cylinder, supercharged, 179kW (race cars), 300Nm **Performance** 8.0sec 0-96kph, 201kph



3 Mini Cooper S Cute hooligan

WHEN THE ORIGINAL 25kW Mini launched in 1959, going fast wasn't part of the plan. It had all the handling and none of the hustle, like a McLaren P1 stuck in tepid electric mode. The first 997cc twin-carbed Cooper upped the power quotient to 41kW two years later, but it was 1963 before BMC produced a factory-built performer.

That original 1071cc S was the sweetest, the insane 970cc homologation special the most manic of the three Cooper S variants. But the grunty 1275 and its epic top gear go is the one you want. The 1275 is a proper pocket muscled car, a brawny 57kW mite that needs no encouragement to have a go at anything. Pre-'65 Ss on their 'dry' rubber cone suspension are the tautest of the breed, but all Cooper Ss came with decent disc brakes and a throttle response sharp enough to sever your toes from your feet.

We defy anyone to get behind the wheel of a Cooper S and not be transformed into a hooligan. Maybe it's automotive small-man syndrome, or some physiological change wrought by the whiff of 1960s vinyl. Few cars are capable of making you genuinely cry with laughter. A Cooper S can.

Some of those tears might be of pain, mind. The driving position is terrible and it's bouncier than its bright orange spacehopper contemporary. But a few corners in, you'll be astounded by the steering response, throwing clutch-less changes at the little A-series, trail-braking into roundabouts to set the back tyres loose and wondering why, for all its cursed failings, no one makes them like this anymore. **CC**

Produced 1970-1971 (MkIII, pictured)
Engine 1275cc in-line four-cylinder; 57kW, 108Nm
Performance 10sec 0-96kph, 156kph

A rare shot of a Mini Cooper S between hilarious, teary-cheeked scraps with Porsche 911s

2

Jaguar E-Type Symphony of speed and style

DURING THE 1960S, Jaguar allocated chassis numbers to 18 Lightweight E-Types; these cars featured aluminium construction rather than steel, a tweaked engine and extensive chassis mods for racing. The final six were never built, but now, incredibly, Jaguar is dusting off those numbers and finishing the job as close as dammit to original specification.

These new cars weigh a suspiciously even 1000kg, and mate a 250kW straight-six to a four-speed synchro 'box and slippery diff. There are discs all round, an FIA-approved cage that'll add more stiffness than the originals ever had, and cross-ply tyres with just as little grip.

Can't believe it, but I'm driving car number 13 on Circuit de Navarra, Spain. This car is worth over ten million rand and already has a name on the logbook, and the only caveat is that race instructor Andriano Medeiros sits alongside...

I crouch down, climb through the tiny door, buckle up. The cabin is tight – the right roof bar is about an inch from my head – but there's a friendliness to its cramped proportions that put me at ease: the low-slung seats are snugly comfortable, cool air flows through the ventilated roof, and the cage doesn't intrude beyond the slim A-pillars, so you immediately feel confident placing that exaggerated nose.

The engine wakes with a deep, warm mechanical thrum, and you ease down on the clutch and slot home the thin aluminium shifter; the resistance as you breach the gate like small magnets repelling each other.

At first I'm all nerves, and the fuel-injection and unnecessarily tall gearing for this track doesn't like it – the Lightweight stutters at low rpms, feels unhappy – but you need time to dial yourself into this driving experience.

You take big sweeps at the steering with its delicate, thin wooden rim. The pedal box – canted to the right – is tight, and the four-speeder has a broad gate; habit means I search for the middle-ground between first and fifth gear, but you just snick the lever far over to the right and be done with it.

I do five laps and fall into easy conversation with Medeiros, chatting about how unhelpful it is to be reminded of a pricey car's worth. 'It's a car,' he says. 'You are driving a car.' If this sounds cavalier, it helps immensely.

I go out again, drive harder, and the Lightweight roars and bellows, off the leash and happy. Beyond 3000rpm the engine soars freely and the cabin fills with a mechanical rasp and the whine of gears, each change of ratio inducing an audacious honk of induction. It sounds amazing, and it's pretty bloody swift too; feels even swifter when you press the brakes.

I'd never driven on cross-plys on track before, and I feared that in combination with discs it'd be easy to lock the front tyres. In reality the opposite is true. The non-servoed stoppers are easy to modulate, but the truth is the braking just takes its own course; press as hard as you like and it doesn't feel like you'll stop faster. Engine braking is crucial, so you press hard on the brakes, roll your foot over to the throttle to match the revs and slot second, then, yes, first, so tall is this final drive. It's mildly terrifying, and complicated for me by being a little on the lanky side – I occasionally snag my knee on the steering wheel and catch too much throttle while braking.

Driving within the grip, I wondered if a sliding Lightweight might scare, and when you look at the squat stance and pronounced negative camber on the rear wheels, you wonder if it might be an understeery menace – perhaps it would push on, then snap into flailing oversteer. The E-Type will understeer if you're too greedy on corner-entry, and the tall gearing doesn't help cancel that, but that's to misunderstand its nuances.

I get it slowed down, get the front tyres keyed in, and then press the throttle hard; the Lightweight slides out of line, I wind on corrective lock, it straightens, we don't crash. This split-second reveals the Lightweight to be progressive, a car that gives up its grip gradually and that can be intuitively throttle-steered. Soon I'm going faster, *wup-wup-wupping* the throttle to make the rear hold its attitude, sometimes catching the wheel rim, sometimes letting it slip through my fingertips like a ship's wheel in a storm. The booming cabin fills with laughter.

All the intimidation is gone, the value forgotten. The straight-six sings to the redline. I think I spy tyre haze in the rear-view... 'Okay,' says Medeiros, giving me a wink. 'Cool-down lap.'

British cars to drive before you die? Get the bad news and experience one of these, quick. **BB**

Produced 1963-'64 and 2014-'16 **Engine** 3868cc in-line six, 250kW, 380Nm **Performance** 3.7sec 0-100kph, 274kph



1

McLaren F1

The greatest fast car of its time and, possibly, of all time. The F1 puts you at the centre of its universe – literally – then shows you what's possible when nothing is compromised



THE F1 DIDN'T so much raise the supercar bar – in performance, driving appeal, packaging, you name it – as blast it into the stratosphere. It was a decade ahead of contemporary Ferraris, Lamborghinis and Porsches. It was the fastest car of its time, and stayed there for 12 years until the (comparatively cumbrous) Bugatti Veyron usurped it in top speed, if not by any other criteria.

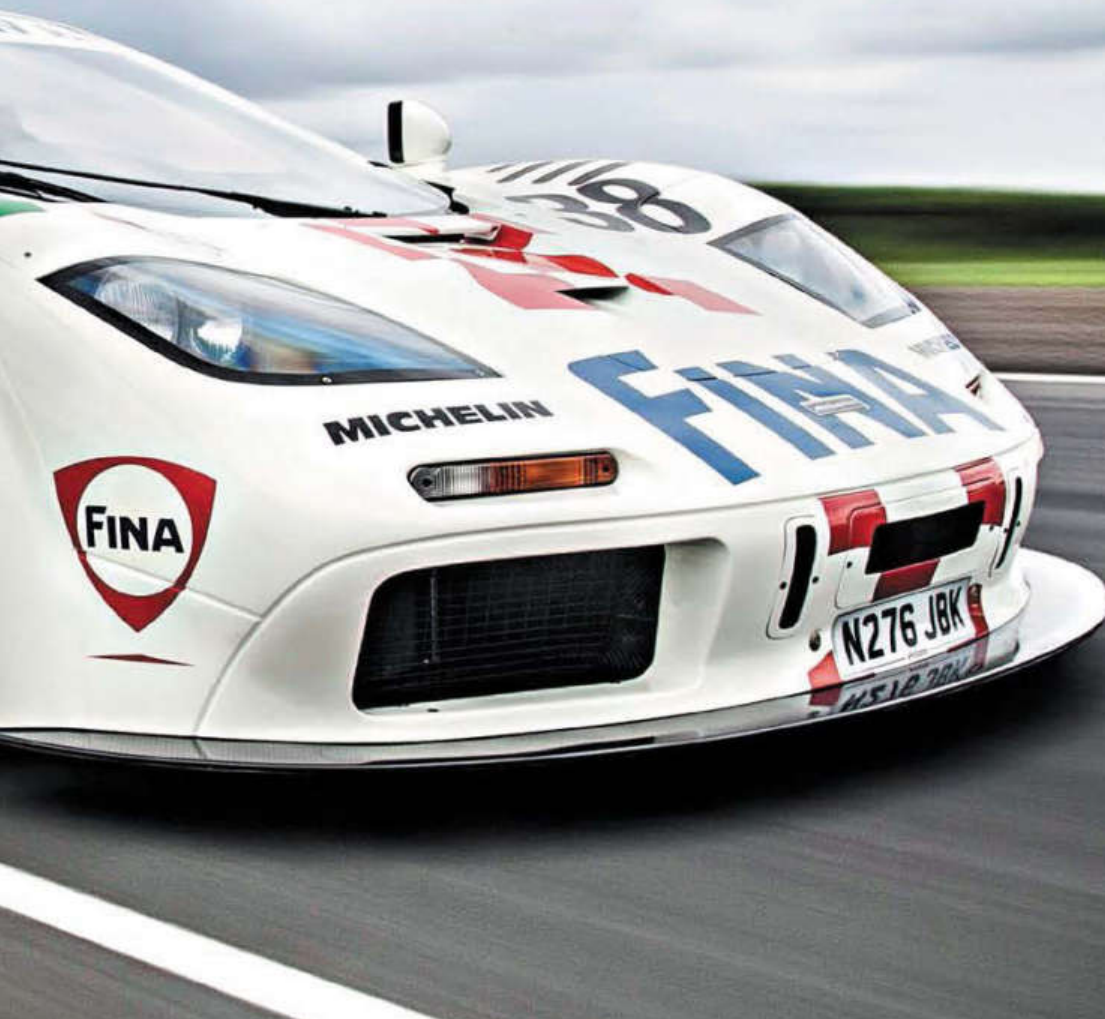
More important than any measurement was its feel. There has never been a car with such sharp yet predictable responses, and such delightfully rich man-machine communion. It accelerates, stops, steers and corners with delicious linearity and eagerness. It is supremely agile yet – if the mood takes – brutally and breathtakingly fast.

It is light, technical director Gordon Murray's guiding

mantra; and small too. There is no power steering, ABS, traction control, adaptive damping, or any other similar driving 'aids' to muzzle feedback. It is the last pure supercar. The bespoke BMW V12 is probably the finest engine ever fitted to a supercar, blessed with astonishing throttle response – much sharper than any of today's turbo-blighted motors.

Even its main design novelty – that central driving position – is unerringly focused on driver enjoyment. Drive a left- or right-hand-drive car after the F1, and it feels offset and asymmetric. The central cab-forward control also improves visibility through a vast wrap-around windscreen, a multiplex movie experience in a flat-screen world.

Produced 1992-1998 **Engine** 6064cc V12, 468kW, 649Nm
Performance 3.2sec 0-60mph, 386kph



F1 GTR #16R was raced by Jacques Laffite and Marc Gené at Silverstone in 1996 (its sister car took pole with Soper at the wheel) and contested Le Mans that year. Immaculate and road-legal, it gets the odd run out on sunny days...

McLaren P1 GTR

'Agile... warp-speed power... sensational'

The most exhilarating British car yet created? This is it, the state of the hybrid hypercar art – built in Woking, thrashed by Martin Brundle

Words Ben Miller Photography Charlie Magee

THE SHAPE BURSTS into view and turns towards me, evil little lights ethereal and distorted in the haze of the hot tarmac between us. Behind it the air's a maelstrom of heat, diffuser-flung spray and, I swear, air left visibly broken by the yellow McLaren's demanding aero. There's a noise building too, a curious hybrid – apt – of deep V8 thunder and otherworldly jet turbine whine. Then everything drops into slow motion. With one clean input and an instantaneous response the P1 GTR switches direction. Physics is overruled before it can lodge an objection. Despite scarcely imaginable mechanical grip the car drifts into a textbook cornering attitude, its broad, alien haunches set wide in a couple of degrees of yaw. Then more noise and it's gone, blasted from view by a slug of acceleration so prodigious the video cameraman next to me

freely admits he completely failed to keep the car in frame.

That's the problem with the P1 GTR – it's a very difficult car to grasp, to make real, to capture in any tangible way. You could dismiss the McLaren as a £1.98-million (R40m), 735kW, 1345kg track-only irrelevance, but it's also the bleeding edge of performance car development. The enormous premium over the P1 yields greater rarity (49 units versus 375 P1s), another 62kW, a 10 per cent increase in downforce, 50kg less weight and sufficient grip, courtesy of an evolved chassis, to generate peak cornering forces 20 per cent higher than those of the P1. All of which is either a graphic demonstration of the law of diminishing returns or, given the astonishing capabilities of the P1, a towering testament to the MTC's speed-yielding prowess. But what does the GTR feel like, and how does it make you feel? Deadly serious instrument of laptime or, as the numbers promise, quite simply the most fun you can have in a British-built car, clothes on or off?

Stinking hot, wheel-less as wets become slicks and silent as checks are made, the GTR is at rest. Inside and perhaps eight laps into his relationship with the McLaren, Martin Brundle sounds happy.

'It's sensational through that direction change, even on overheating wets,' he gushes. 'You can really attack. The overriding first impressions are of a completely sorted car. Just driving from the paddock to the pits in E-mode everything works. You get the same feeling out on the track. The driving position's fantastic, you can see out – you can't put a high enough premium on that – and it feels sorted, like a production Mercedes that's done a million development miles. All your conscious and subconscious barriers to pushing the car hard get a tick in the box, leaving you free to get on with driving it. Some people might call that a lack of character but I don't agree. On the track you're not there to work around a car's foibles or its lack of development.'





Brundle's 5 must-drive British cars



Radical SR3

'The perfect track car. Around somewhere like Ascari or Barcelona they're just brilliant. They turn-in like a racing car, and I've heard other F1 drivers say the same thing.'

Jaguar E-Type

'But it's got to be a sorted one. Mine's an Eagle; seam-welded with a heavy-duty engine cradle. It's got to be a manual 4.2. E-Types are brilliantly narrow and they're beautiful, so you're more likely to get a thumbs-up than a middle finger.'

McLaren F1

'The brilliance of the F1 is its focus – there's nothing on it that doesn't need to be there. It's a pure

performance car. Plus there's the racing pedigree.'



Jaguar XJR14

'The best car I ever raced. Slightly underpowered perhaps but just so well balanced, so driveable I'd find myself laughing out loud. You'd go through corners like the old Bridge at Silverstone nearly flat and the car wouldn't bat an eyelid. So you'd laugh and think, 'Okay, I'll take it flat.'

Lotus Cortina

'It's between this and a twin-cam Ford Escort. Dad used to sell Lotus Cortinas, so there were loads of them around when I was growing up. We used to go to Snetterton for the day to watch them race – Jim Clark out in front and sideways.'

What of the P1's 735kW powerplant? Impressive, even when you've driven F1 cars and Group C Jaguars? 'It just gets up and goes. It hooks up and then... warp speed,' says Brundle, no small hint of awe in his voice. 'So much power, so much torque – you do have to be careful. Down the back straight it's quite bumpy and I can feel it breaking traction now and then, even at 170mph (274kph). But the delivery is as linear as I expected. It's just this mighty shove, with a sound going on behind you. It doesn't make an angry noise like a race car. That's the only thing missing for me, that crescendo you build to with a normally aspirated engine, where you can feel the torque curve; feel where the power's at its best and where it starts to drop off. You don't connect with this engine in the same way. Instead it's through the palms of your hands, your backside and your right foot. I'm looking forward to getting out on slicks.'

With fierce, almost tropical sunshine baking this morning's damp tarmac dry, McLaren technicians switch the GTR's very secondhand-looking wets ('The car very quickly overwhelmed its wets when the track dried, and started sliding nicely...') for fresh

slicks. There's a telltale tightening of the belts too, and Brundle makes some changes on the steering wheel, switching out of Boost mode (which pegs power back to 589kW, the remaining 146kW coming in when you hit the IPAS button) and, now that he's done with showboating slides, opting for the mid-level ESP setting. The controls are familiar from the 650S, though in the P1 GTR they're relocated to the wheel, which is cast from the same mould as Lewis Hamilton's 2008 F1 wheel. Brundle's a fan; of the

wheel, of the steering – 'I haven't noticed it. I'm turning the wheel and the nose is going where I want it to go' – and of the GTR's controls generally. 'It all makes sense. It's intuitive, like an iPhone – you don't need a manual.'

The P1's twin Inconel exhausts once again saturate the air with noise and the sweet smell of burned 102-octane race fuel. On track the P1 GTR is visibly faster now, Brundle's lap times tumbling first by a second a lap and then by 0.5sec. There's the odd chirrup of ABS, the occasional flat blare of intervening ESP but mostly there's speed – the sheer drama of an almighty machine being guided with no little commitment. This, finally, is the P1 GTR in full effect and it's mesmerising – more fluid and balletic than the raw numbers would suggest.

'There must be someone else out there – every time I come round on another lap someone has left another pair of long black lines onto the back straight; lovely long, even marks,' laughs Brundle. 'I couldn't feel it doing that. Clearly the traction control is managing the torque and allowing a little bit of yaw.'

'It barely rolls in corners. The final frontier is a bit of understeer; deliberately I suspect, to give you a little protection. But it's mighty through direction changes, the steering and brakes are very good and on the smoother straights the acceleration is just incredible – when you have the traction to deploy all the power, braking zones come up very quickly. The DRS function isn't as powerful as an F1 car's. In an F1 car DRS is just a big hand giving you an extra push – there's no sudden spike of acceleration. Aerodynamics don't seem to work like that. In the GTR you can feel it but it's subtle, not like hitting the IPAS button in Boost mode. It's interesting that we went half a second faster every lap. It confirms what I was thinking, that this is a racing car. It's fast but it's also consistent and accurate; there's repeatability.'

'Where do we go from here? I suppose it's 1200bhp (895kW) and 1000kg, and then you won't be able to find a track to put it around. But these guys who're paying their £1.98 million are going to have an amazing time, and they're probably not going to lose money. The P1 is definitely digital where the McLaren F1 is analogue. There are times when you're sitting in it and you can hear it whirring, doing things and managing things that you don't understand, and that you're playing no part in. But all of that vanishes when you drive and it's extraordinary. Fun? Oh yeah.' **tc**



735kW and mighty grip, but the GTR's biggest win is giving you the confidence to play

Exploring extraordinary

A bicycle, a route, a car – escaping the city needn't be a mission. Just make sure you have the right equipment



I

T'S ONE OF those often repeated clichés that 4x4 owners end up mounting pavements rather than exploring extraordinary, the vagaries of everyday life getting in the way of the best-laid plans. Fair enough, but we figured turning your

commuter into a holiday hero needn't mean kennels, annual leave and Boet watching the pool turn green. So it was we formed the idea on Friday night, packed the Toyota Fortuner on Saturday morning, added a class-act of a bike, set the cruise control to chilled and dialled 'off-road' into the Sat-Nav. The idea was to chase biking trails through the Overberg, be as far away from everything in the shortest time possible. Granted Cape Town was our starting point, that Sir Lowry's Pass into the Overberg was but a hop, skip and bump, but the idea is universal. Decide, act, enjoy – go forth and frolick.



THE CAR

First choice for the trip was the iconic 3.0D-4D Toyota Fortuner. The car remains the go-to default for thousands of South Africans looking for the best of all worlds, a friend of the family, fearless protector, undaunted workhorse and executive express.

First surprise was that Aaron Borrill's oh so expensive, ridiculously light, mollycoddled piece of two-wheeled heaven didn't even need to be disassembled; the off-road bike went into the back of the big Toyota, tyres attached, by flipping up the third row of seats, with their convenient hooks, and tumbling the second row. Except we didn't need all that space; we flipped up the 40 of the 60/40 split rear seat so that bikeman himself could commune with his beloved steed. Plenty of shoulder room in that split seat too, as well as the expected excellent legroom. Bags went in alongside the bike and for the two up front, all kinds of classy – Toyota's talk about a fine suit makes sense in more than one way; occupants fit naturally into the cabin, which boasts bulletproof materials and intuitive design for the dash and wider interior. What's special about Fortuner is immediately apparent – it's ergonomic, friendly, understandable, as well as civilised and cossetting.

BEST LAID PLANS...

Murphy suggests that if you plan a weekend away chasing mountain bike trails, Poseidon will exact his revenge on your folly. So it was – barely out of Cape Town and the heavens opened, and stayed open all the way into the Elgin region. The second surprise, given the tsunami happening outside, was the Fortuner's absolute calm inside. Another cliché, but the big SUV's serenity in the face of chaos is genuinely surprising. The ride, responsiveness of the big diesel, directness of the steering and cossetting nature of the suspension coalesce to make for an experience that isn't soon forgotten. Turning off the N2 at Peregrine Farmstall headed for the forests and trails of the Kogelberg, we felt that sense of invincibility Fortuner owners are so fond of sharing with others...

CHASING TREACHEROUS

Aaron's destination was the Lebanon Trail, a spider's web of first class bike paths through the thick of the Overberg forests. It's challenging this area, rocky as well as clay-dense, and although the rain had abated, the avenues through the tall pines were not to be taken lightly. The plan was to drop the shivering Borrill off (they're insane, these



bikers), watch him high-tail it into the black innards and then follow, challenging the Fortuner to take its four wheels where only two usually dare.

Two hours and plenty of mud, stumps, ruts and precipitous drops later, there wasn't much to say. Aaron mostly because he couldn't, the Cape Epic having nothing on this confrontation, and us in the Fortuner because there seemed little that could be added to the car's performance. Forgiving, utterly composed, gifted at getting the impossible right, it gained three new converts that day, previous sceptics unwilling to accept that one car could fulfil so many roles. Good job Toyota – excellent just ramped up to exceptional.

Fortuner's on-road manners as sorted as its off-road capability; excellent suspension travel and damping contribute to a stress-free environment, no matter what the terrain

Toyota Fortuner 3.0D-4D

Price R483000

Engine 2982cc 4-cyl turbo, 120kW@3400rpm, 343Nm@1400-3200rpm

Transmission four-speed automatic, rear/four-wheel drive, diff lock

Length/width/height 4705/1840/1850mm

Ground clearance/approach/departure angles 220mm/30deg/25deg

Weight 1790kg

Performance 11.8sec 0-100kph, 175kph, 9.4ℓ/100km, 248g/km CO₂, range from 80ℓ tank 851km

On sale Now





The trail

LEBANON MOUNTAIN BIKE TRAIL

Lebanon is the ideal trail for groups with various abilities – there are four circular routes ranging from easy (7.3km) to experienced (26km). All of them take full advantage of the area's astonishing scenery – mountains, forests, farms, streams – and wind through the Elgin Valley farms, Lebanon Forest Reserve and Kogelberg biosphere. Much of the riding is through shaded canopy but don't think that means it's all plain sailing; the climb up the Kogelberg is calf-chaos challenging. Stay at Oak Lane Cottages (www.oaklane.co.za) or in one of the vintage Airstream caravans at Old Mac Daddy (www.oldmacdaddy.co.za).

Yellow trail – 7.3 km – an unintimidating ride through farms and mostly on jeep track

Green trail – 10 km – a slightly more taxing route

Blue trail – 17 km – single track with some technical difficulty

Red trail – 26km – this trail heads through forest on mostly single track with a climb that is worth the views from the top. Aimed at seasoned riders.

The Bike

Aaron Borrill's bike may look like just a bike to the uninitiated, but it's a top-spec mongrel. He's GT Zaskar Carbon Pro custom hardtail weighs less than a boiled egg and rumour has it can be coerced into doing drone duty during periods of social unrest.

Frameset: GT Zaskar Carbon Pro 29er

Wheels: American Classic MTB 29-inch

Fork: Rockshox Reba 100mm DualAir

Drivetrain: Sram XX1 1x11 10/42

Crankset: XX1 X-Sync direct-mount carbon/34T Wolftooth narrow wide

Chain: Sram PC-X1

Pedals: Shimano XT

Derailleur: Sram XX1 X-Horizon

Handlebar: FRM carbon 700mm

Seat post: FSA carbon

Saddle: Fizzik Tundra2

Brakes: Shimano XT

Steam: KCNC 100mm

Grips: Crank Brothers

Tyres: Vittoria Barzo 2.25 front, Maxxis Ikon 2.2 rear

Weight: 9.8kg



Two wheels better than four?
Depends on the four...





The stop-off

THE HOUW HOEK FARM STALL

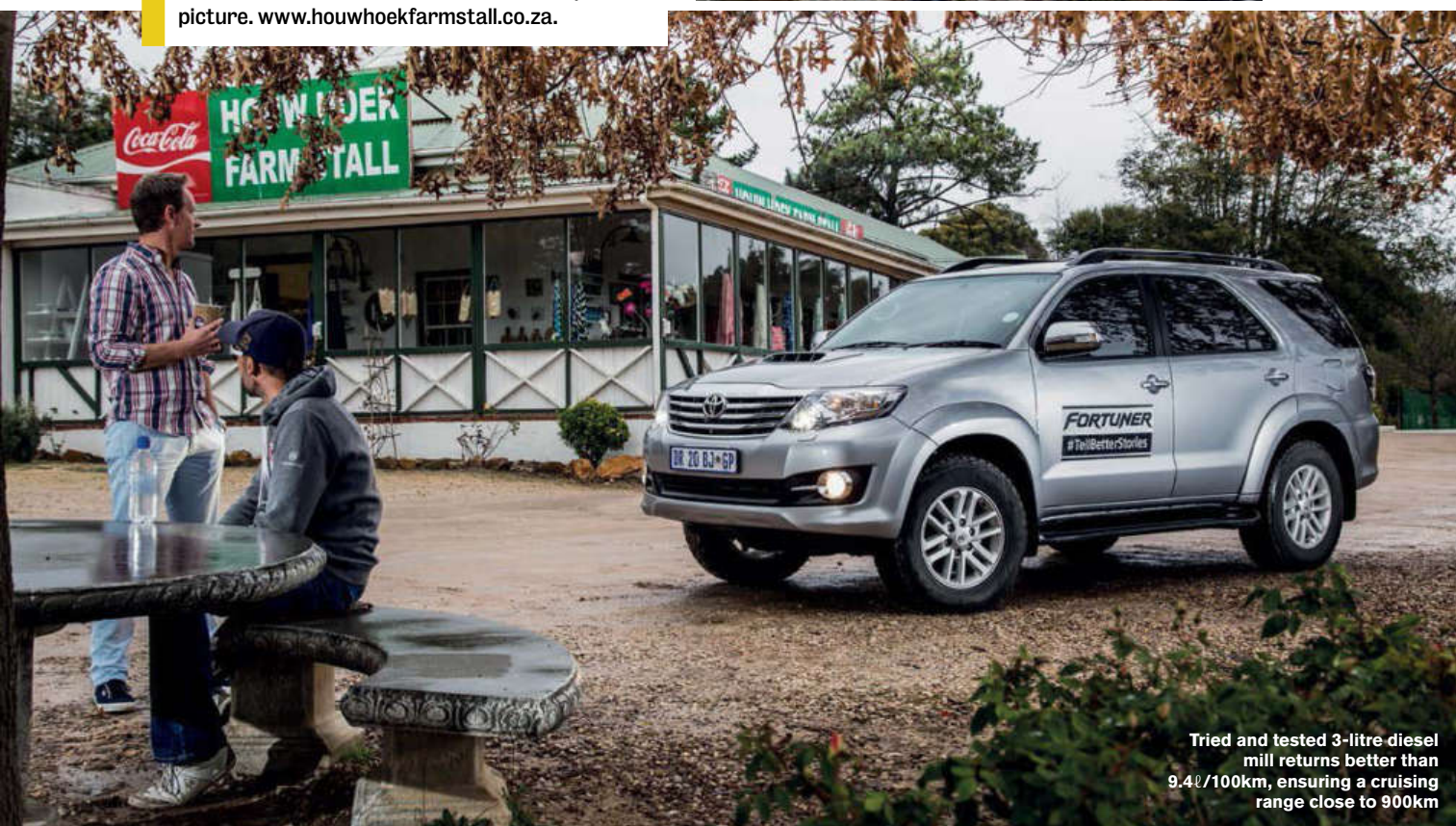
There are other reasons to stop at Houw Hoek – the trio of dams stocked with trout, the fresh veggies in season – but most choose the green and white chalet-style break for the pies. Houw Hoek's pies are simply the very best this side of...well, the Malmesbury Spar, but that's another story. Freshly baked every day using choice ingredients, they're bigger, fuller and messier than a Bavarian at Oktoberfest. The coffee is first class too, as is the service. Picnic areas and baskets complete the picture. www.houwhoekfarmstall.co.za.



Fortuner one of the country's best loved SUVs - diff lock and low range increase it's ability



Space not an issue; two third row seats flip up, second row folds, splits 60/40.



Tried and tested 3-litre diesel mill returns better than 9.4ℓ/100km, ensuring a cruising range close to 900km



'BE A DRIVER'

Context is essential when it comes to understanding a concept as unfathomable as Sustainable Zoom-Zoom. **Wayne Batty** visits Hiroshima, where the brand's newest ethos-embodying CX-3 and MX-5 are built, and discovers a simpler slogan

I

T'S 38 DEGREES outside, but more like 45 in here. Humidity in the 90s draws sweat from my forehead in torrents. All around, worker bees in stone-coloured overalls, seemingly unfazed by the heat, assemble high-compression internal combustion engines in a co-ordinated blur of hands, parts and tools.

The pace is crazy, like you've hit FFWD on a Discovery Channel Megafactories episode. The heat cranks up in the stamping facility where flying sheets of shiny metal are repurposed with alarming ease before being flung again into stacked piles of body panels. In typically Japanese fashion, warning signs abound complete with tragi-comedy graphics: do not headbutt the machine; breakdancing not permitted here;

insanely happy people must wear hardhats and earphones. Probably. A few hundred metres away yet more beige-cladders feverishly glue and screw components together till, miraculously, there are no parts left in the box.

From this great hive of activity – Mazda's manufacturing home in Hiroshima – emerge many thousands of practically perfect reproductions of CX-3s and MX-5s. It is a grand display of employee productivity, skill and dedication but the reality is there's little here dramatically different from most car manufacturing facilities I've visited. Yet as we melt through the various engine, body panel stamping

and final assembly plants one common refrain on the countless motivational posters plastered along each wall stands out: BE A DRIVER

Really? Driving legally in Japan does not appear to be a rewarding experience; congested roads and low speed limits take care of that. Plus, there's simply no space – every inch of land is either a rice paddy, factory or apartment block.

When the country appears tailor-made for mass public transport and ▶



MX-5 cabin now almost as sophisticated as the drive is pure



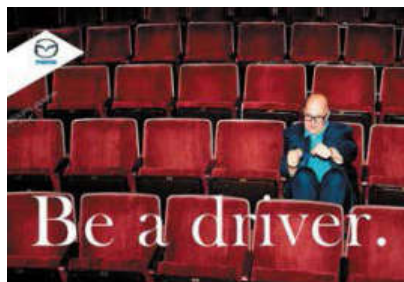
Engine assembly image shot at insane shutter speed to negate blurriness. Probably





← Not very Zoom-Zoom but Mazda's foundations are these hardcore motorbike-bakkies

↓ Bet he's fantasising about driving that AZ-1 back at the museum



autonomous cars why encourage your employees to be drivers? The paraphrased corporate line is it's a philosophy meant to inspire passion and pride in its workforce. Building a car as a means of transport is quite different from believing you're building a car for an enthusiast. And yes, that does ring true when you take a stroll around the company museum and marvel at machines such as the 1967 Cosmo Sport, all the RX-7s, original MX-5 and batdroppings-crazy AZ-1, even if the firm's origins lie in three-wheeled trucks.

The same built-for-driving-enthusiasts thinking appeals to its customers, hopefully.

Just hours before, at one of Mazda's design presentation areas we'd been reminded of the firm's oft-sniggered-at Zoom-Zoom catchphrase. Now 14 years old, this 'celebration of driving' isn't going away anytime soon.

Adding the Sustainable prefix – incorporating environmental and safety aspects – in 2007 has given it indefinite legs. Spend enough time with Mazda-folk and their unbridled, infectious passion for the brand pours a special blend of metaphorical sake into your ear and you wake up the next day singing Zoom-Zoom. Maybe.

The suits will tell you that Mazda will always attempt to defy convention, to do things differently, and to never stop challenging. Cutting through the marketing haze reveals enough evidence to give at least some credence to that notion. Although no longer in production, there's still a rotary engine development division ready to arm the next RX-badged missile should it ever be green-lighted. Plus, where Europe has embraced the downsize and turbocharged ethos, Mazda has wandered down the higher-compression path in search of greater efficiencies, citing improved real-world results over an easily duped lab test. Certainly compelling from an economy angle but the torque deficit to turbocharged rivals rubs salt in the fun-to-drive message. Still, when most other manufacturers are shouting the virtues of self-driving cars, the word

DRIVING THE NEW CARS: MX-5

THE PRESENTATION begins with a question from MX-5 designer Nakayama-san: 'Do you like Lamborghinis?' Somewhat rhetorical for a bunch of motoring journos. Anyway, sketching just the essentials – wheels, drivetrain and glasshouse – he very accurately reproduces both Countach and Miura. Though minus eight cylinders and legendary Italian supercar status, it's much the same for the new MX-5 which has its mechanicals vacuum-wrapped by svelte bodywork. While to my eyes prettier than ever, the new car is definitively more expressive and a tad more masculine than previous generations. At just more than 1040kg, it's up to 100kg lighter, too. Vastly increased use of aluminium plus strict enforcement of Mazda's 'gram

strategy' which aims to ruthlessly remove all unnecessary material. It's noticeable in areas such as the bare-bones seat slide lever, wave-edged welded joints and drilled rear suspension cross members. One handed operation of the folding fabric roof is so simple and fast it makes much heavier, powered setups feel ponderously ostentatious. So despite a plusher cabin incorporating much of Mazda's cool new interior kit, front/rear weight distribution is perfectly split.

You sit low on supportive not constrictive seats perfectly aligned behind a rake- but not reach-adjustable steering wheel. At first, the pedal spacing and positioning feels odd but only because those in just about every other car we drive are off-centre. Fire up the 118kW 2.0-litre mill, depress the left pedal,



grab the stubby lever and get ready to experience the best gearbox feel since the S2000. As with every MX-5 before, there's no fireworks from the motor, just an even, linear power delivery, delightful steering and an immediacy from the controls that makes piloting this tiny top-down marvel a primal thrill. The combination of double-wishbone front and multi-link rear suspension allied to classic rear-drive, light weight and that perfect balance deliver a handling dream positively bristling with feedback. Around the purposefully bumpy, twisty proving

autonomous is only conspicuous in its complete absence. That's not to say Mazda hasn't adopted the arsenal of safety aids currently complicating the driving environments of most new cars. Download the

European CX-3 brochure and items such as Lane Departure Warning and Smart City Brake Support shout loudly. But then it is often said the Japanese are inherently conservative and extremely safety conscious. In the taxis, on the subway, everywhere, yet more lost-in-translation graphic warning signs implore constant restraint: badly dressed tourists buckle up; crying pandas may practise karate on the train doors...



AT THE COMPANY'S Miyoshi proving ground the following day we hear that 'Mazda never create boring vehicle' but then they go to great lengths to ensure we drive these jinba-ittai 'horse and rider as one' vehicles in a boring way. On the high-speed oval we're told to stick to 120kph and under no circumstances to drive in the outside lane despite its 45-degree banking and 185kph neutral steer. You're left in no doubt that even though the instruction is delivered by an ageless rock star look-a-like, 'please drive care free' really means please drive carefully. I'm poking fun here when actually it's perfectly understandable; any serious accident would be an unacceptable international incident.

Cars parked, we assemble for final discussions. It's clear to me that both products have been properly developed, but do they 'make the driver want to drive forever' as promised? Three laps around the oval at freeway speeds plus two laps around a variable surface course is simply not sufficient to make a definitive call, but there's certainly enough ability on show to fire up a strong desire for more seat time in both on SA roads as soon as possible. Fortunately, that opportunity arrives this November. **TC**

ground ('it's not a race track') the MX-5 seems eager to pivot around its central axis, yet is also as obedient and responsive to inputs as you could hope for. Naturally there's scope for more power – an MPS version may come – but wind-in-the-hair motoring doesn't get purer than this.

MX-5 lands this November in High spec 2.0-litre manual guise with pricing estimated at R390k.

↓
Latest MX-5 bucks many trends by being lighter, smaller and even more fun than before



DRIVING THE NEW CARS: MAZDA CX-3



Good news: much pinched directly from excellent Mazda2 in here



↑
Highly distinctive from every angle, CX-3 will get noticed

WITH SALES of compact crossovers exploding the world over, adding a CX-3 to the product lineup was a no-brainer. Early design proposals included a jacked-up Mazda2 and a smaller CX-5, but Mazda rejected both in favour of something more distinctive. So while the CX-3 shares a platform and wheelbase with the Mazda2 it has its own identity, and a strong one at that. Relatively short overhangs, big wheels, narrow daylight openings, a wavy shoulder line, blacked-out D-pillars and bluff front end all mean it's not likely to be mistaken for anything else. Despite assertions to the otherwise the proportions aren't quite 'as perfectly balanced as a supermodel' – the bonnet appears too long from the rear-three quarter, no doubt to accommodate the 2.0-litre motor and give US consumers their required impression of power. Ground clearance is set at 155mm and although four-wheel drive models are available in other markets, we're not getting any. At least initially.

Inside, you may as well be sitting in a Mazda2 as much of the architecture and components are shared – no bad thing as the 2 has one of the best interiors in its class. The test units were all motivated by high compression 2.0-litre petrol

engines allied to Mazda's six-speed automatic with paddleshifters. While I'd have preferred more time behind the wheel, a couple of things stood out. The steering though a little too easily twirled for my liking offers great accuracy – it goes where you point it, and the body control is as good as it is in the 2 hatch. I'll reserve judgment on the ride quality until we've driven SA roads in SA-spec cars, but the omens are good. As we've come to expect from Mazda's range of Skyactiv petrols, the 2.0-litre spins freely enough which is good because you have to work this motor to keep it on the boil. Sadly, it doesn't sound much like a symphony from around 6000rpm which is where peak power (115kW) is reached. Torque tops out at 204Nm at half those revs but there just isn't the same punch delivered by smaller turbo motors. The auto's Sport mode held gears longer than my aural sensitivities could cope with so I opted to use the VW-like paddles instead and was pleasantly surprised by the 'box's slick response.

There'll only be the one engine available from launch but you'll be able to pick an automatic gearbox across all three grades – Active, Dynamic and Individual – or a six-speed manual gearbox in the lower two. Pricing is expected to start at around R260 000. **TC**



Project Runway

It sounds a bit like the intro to a lame joke: 'A German, a Brit and a couple of South Africans find themselves on an airport runway...' But the punchline, in this case, is at least a thousand words into your future...

Words Waldo vd Waal **Photography** Marc Bow

P

ICKING A STARTING

point for this story is really the tricky part. Maybe a good spot would be to start by examining speed records, and man's need to go continually faster. From the first time a caveman rode a

T-Rex, all the way to present day, we've felt the need to set records. Take Andy Green and Richard Noble, for instance – two of the greats of land-speed record setting.

Noble became the first man to clock 1000kph in a car, when he reached 1019kph behind the wheel of Thrust2 in 1983, winning the Segrave Trophy in the process. It took 14 years and millions of pounds for the record to be broken, this time by a former RAF pilot named Andy Green. With the help of Noble, Green piloted – yes, that's probably the right word – the Thrust SSC (supersonic car) to a speed of 1221kph in 1997, breaking the sound barrier in the process and forever moving the goal posts out of

reach of mere mortals.

But now they are aiming even higher, with the Bloodhound project, which aims to go faster than 1000mph (1609kph) in 2016. Should Noble and Green succeed in their quest to go ever faster, Green would almost certainly be handed his second Segrave Trophy. According to Wikipedia The Segrave Trophy is awarded to the British national who accomplishes the most outstanding demonstration of the possibilities of transport by land, sea, air, or water.

The trophy is named in honour of Sir Henry Segrave, that salty hero who held both the water and land speed records simultaneously, back in 1930. He perished when his boat, Miss England II, presumably hit a log during his record-setting run on Lake Windermere. But his name lives on with the trophy, which has been bestowed on the likes of Adrian Newey, Paul Bonhomme (of Red Bull Air Racing fame), Allan McNish, Carl Fogarty, Colin McRae, Jackie Stewart, Lewis Hamilton and Andy Green himself.

One might wonder why someone like Segrave, who had ▶





already achieved so much, would try to better his own record – and die in the process. The same can be asked of Andy Green and Richard Noble. Surely 1221kph is plenty fast? Why risk life and limb to go even faster? The reality is the moment one man sets a record, another man takes aim at bettering it. So the key thing is to set a record so fast, that it is well out of reach of anyone else. Maybe that's why they keep pushing and pushing and pushing...

Which brings us neatly back to the topic at hand. On the 28th of February this year, Jaguar South Africa set out to improve on the South African production vehicle land speed record. Sure, it isn't nearly as heady as the figures mentioned earlier in this article, but the record was really there for the taking. It stood at 287.63kph, and was set in 2002 by Mike Griffiths, driving a Porsche 911 GT2. So Jaguar headed to Upington Airport, with its nearly five-kilometre-long main runway, and got down to the business of setting a new record. They had Motorsport South Africa there to ratify everything, and conformed to the rules of driving in both directions and so on and so forth. And they were successful.

↑ Four doors, five kilometres of runway, eight blown cylinders and nothing to hit – sounds like a fun afternoon

The moment one man sets a record, another man takes aim at bettering it

With Dawie Olivier – a former racing driver, now after-sales manager at Jaguar – behind the wheel, the bog-standard Jaguar F-Type R Coupe clocked an average of 294.68kph, besting the previous record by seven kays an hour. Whooohoo. Inside the car Dawie must've pumped his fists, while the support crew hugged and cheered and high-fived on the side of the runway. The music from *The Right Stuff* would've played. The sun would've set, the MSA guys would've packed up their gear and everyone

would've retired to the nearest bar. There is nothing quite like the feeling of having set a new record.

But as mentioned earlier, if you're going to set a record, then you can be sure someone will take aim at bettering it. Which is exactly what the guys from Porsche South Africa planned to do, albeit with a bit of a difference. No need to wear helmets if 300kph is what many of your products do on a daily basis, on the Autobahns of Germany.

Fast-forward to August 2015. Lined up on runway 17-35 of Upington Airport sits an ice white Porsche Panamera Turbo, its exhaust burbling. When the driver blips the throttle it sounds like a caged tiger. There is not a breath of wind, and the mid-winter temperature is hovering around 18 degrees in the late afternoon. There are no MSA stewards, no timing beams or ground crews. Just the car, the runway and a Garmin GPS to make sure that the speed readings are accurate.

The car is a bog-standard, non-'S' version Panamera Turbo, a five-metre-long, two-tonne, four-door bastion of German engineering. The Turbo comes equipped with an eight-cylinder turbocharged petrol engine with 382kW of power on tap and a maximum torque figure of 700Nm. The mill sits in the nose, driving all four wheels through Porsche's sexy-sounding Doppelkupplungsgetriebe 7-speed dual-clutch transmission (PDK for short).

Here's a little fun fact: The Panamera actually has a lot more in common with the Porsche Carrera than most people realise. Both cars were named after what was once believed to be the most dangerous race of any kind in the world, the Carrera Panamericana border-to-border race, which took place in Mexico in the early 1950s.

For Porsche the birth of the Panamera was a milestone in its illustrious life as a maker of sports cars. Firstly, the Panamera upset more than one Porsche purist, who was still gagging after the arrival of the Cayenne – both new cars seemed initially to go against the very grain of the fabric of the marque. The Panamera, especially, seemed to give offense thanks to what many perceived to be a rather blunt design – nothing more than a stretched version of the iconic 911. Sacrilege.

But then, as the world's media – and more importantly, Porsche's clients – got to drive the new car, it quickly became apparent that though wider, longer and endowed



It would appear that outright beauty and immaculate proportions are not prerequisites for speed

with many more doors than most of its stablemates the Panamera is every inch a true Porsche, sporty to drive and engineered to feel like it's been chiseled out of granite.

Granite, lined up on runway 17-35 of Upington airport, 4.9km of 60m-wide blacktop stretching out ahead of it. The windsock hanging limp. The driver turns off the radio, winds up his side window and with a cheery wave to the guys on the side of the runway, he engages launch control.

Launch control in a Panamera is a thing of gut-wrenching beauty. First, you select Sport+ mode by pressing the corresponding button on the centre console. Then you put your left foot on the brake pedal, mash the throttle pedal into the carpet with your right foot, make sure your head is firmly against the headrest, and let go of the brake.

Beethoven's Fifth erupts from the engine bay, while Armageddon rips the space-time continuum to shreds. The one moment the Panamera Turbo's engine is pegged at 6500 rpm, waiting for you to release the brake, and the next moment you're doing 80, 100, 150, 200... By the time your mind catches up to the reality of things, it feels like an airliner reaching cruising altitude. At 250kph things become surprisingly calm in the cabin, and were it not for the banshee under the bonnet, one might easily have felt at peace.

But the speedo keeps climbing, as the PDK snicks through fourth, fifth and into sixth. There's one more gear to go, but the piano keys on the far end of the runway are approaching fast. Beyond them lies destruction, so time to get on the brakes. The six-piston aluminium, monobloc front calipers push the pads onto the internally vented and cross-drilled brake ▶





discs, while the four-pot calipers do the same at the rear. No fanfare. No white-knuckle moments. Just a calm slowdown after a blast up the runway.

The driver turns around, and without pausing for breath does exactly the same thing in the opposite direction: Beethoven, Armageddon, peace and brakes. Top speed on both runs? Hang on, let's just press pause on the action for a moment.

Remember, Jaguar set the official South African production vehicle record of 294kph plus some small change... The Panamera has just clocked an average of 305kph over the two runs, bettering the mark by 11kph. In typically German fashion, 305 is exactly what Porsche claims as the Panamera Turbo's top speed. Granted, the speedo read closer to 311kph, but the GPS doesn't lie.

Back to Upington, then, where the big, white Panamera is just pulling to a halt after completing its second run. The driver unbuckles his seatbelt, glances around the

↑
Just popping off down the runway with three mates to (unofficially) break the production car speed record. Won't be long dear

No white-knuckle moments. Just a calm slowdown after a blast up the runway

cabin and says: 'Oh well, that's that then,' and gets out. The passengers – all three of them – do the same, regrouping at the side of the runway to talk about football, the weather and what's for dinner. Who's next? **TC**

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Why Range Rover is going potholing

Holey roads are costing us a fortune each year. But what if your car could spot potholes, warn others about them, and even alert the local municipality?



PUNCTURES, BROKEN suspension, buckled wheels... potholes are bad news for motorists, but now Jaguar Land Rover is working on a solution: a new connected-car technology dubbed Pothole Alert (PA).

TopCar drove an Evoque equipped with prototype Pothole Alert. Like many connected-car technologies, the hardware exists already in today's vehicles; it's simply a matter of joining the dots. In this case, the foundations for PA lie with the Evoque's optional MagneRide suspension. This uses electro-magnetic forces acting on iron filings to alter the viscosity of damper fluid, either hardening or softening the suspension to suit road conditions. PA takes data from the MagneRide sensors as the dampers compress and rebound, and combines it with

information from the roll-control and traction-control systems to measure the length, depth or height and severity of road blights. The satnav's GPS simultaneously determines the car's position, and the car uploads the data to the cloud to share among other road users.

Quite how this information is relayed to other drivers, and in which cases, is yet to be determined. Head-up display systems have obvious potential, but the exact nature of the message has not been finalised, and engineers are mindful that constantly alerting drivers to a road in bad repair would become tiresome and distracting. These are the fine – and crucial – details that must be finessed before Pothole Alert reaches production.

Of course, eliminating potholes altogether,



In JLR's MagneRide suspension the viscosity of damper fluid is varied by electro-magnets

particularly if you're driving a non-connected car or riding a bike, is a better solution. JLR reckons Pothole Alert could supply local councils with data in real-time from thousands of connected cars, helping them to improve maintenance programmes, and save the taxpayer money.

Pothole Alert is in its infancy, and JLR is keen to emphasise the future potential. A logical next step is for vehicles receiving pothole data to proactively soften their suspension, ensuring a smoother ride for occupants. A forward-facing stereo camera – recently introduced to support autonomous emergency braking – could scan the road ahead and pre-emptively soften suspension too, much as Mercedes' Magic Ride Control does today. It could also send a picture of the

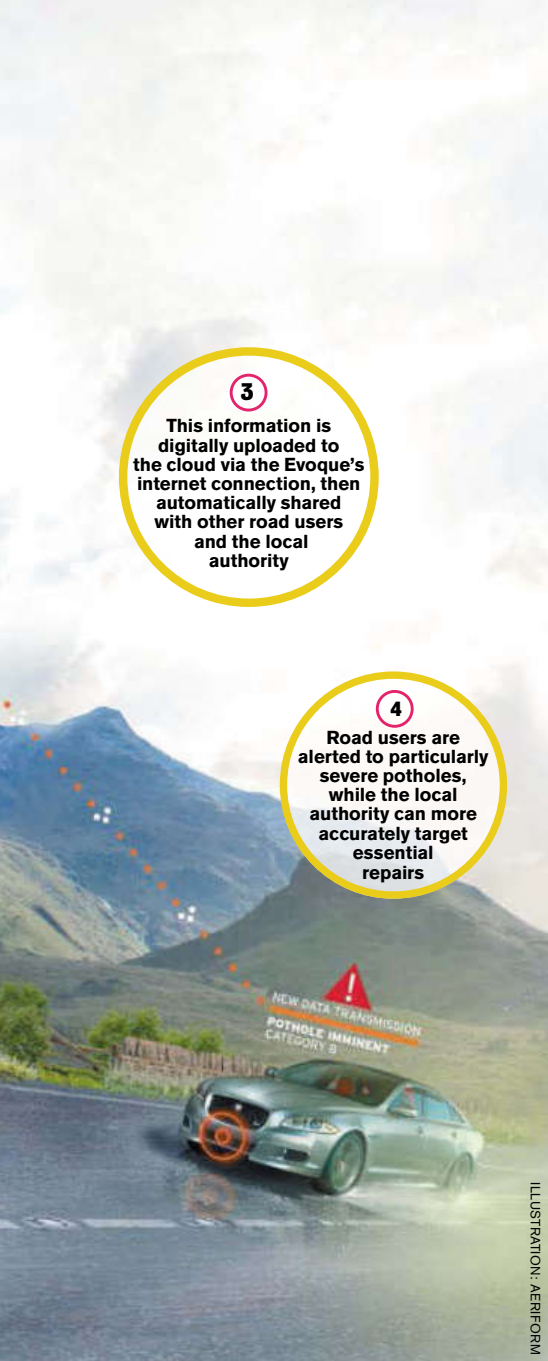


ILLUSTRATION: AERIFORM



Pothole Alert potentially turns your car into an automated vigilante, seeking out holes and grassing them up to the council

damaged road to the local council.

PA also supports the inexorable rise of autonomous driving. 'We're looking to develop systems that could automatically guide an autonomous car around potholes without the car leaving its lane and causing a danger to other drivers,' reveals Mike Bell, JLR's connected-car director. 'If the pothole hazard was significant enough, safety systems could slow or even stop the car. This could all help make future autonomous driving a safe and enjoyable reality.' Before that, and perhaps as soon as 2020, PA could be responsible for better-maintained roads, cheaper running costs and, crucially, safer journeys, too.

Ben Barry

Park (easy) life

Get out, and let the Merc do the work

Next-gen E-Class to take self-parking to new levels,

says Chris Chilton

FOR OVER a decade parking halfwits have been able to rely on electronics to help wriggle their cars into tricky spaces. But those Mensa-grade ECUs haven't solved the problem of how to get our corpulent selves out of our increasingly corpulent cars once we've

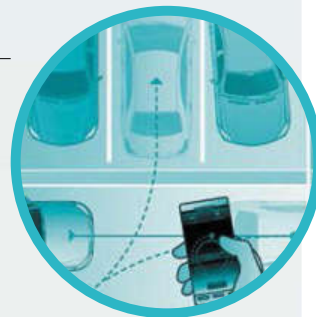
wedged one in that narrow bay. BMW has already revealed the new 7 Series' ability to slot into your garage while you stand outside thumbing the keyfob to make it happen, but Merc's Remote Parking Pilot on next year's new E-Class works in regular car parks too. Here's how:

1 Find a space

As on existing parking assist systems, you have to drive past an available space before the tech can do its stuff. The car scans the space available and if it gives you the okay, you can jump out and prepare to get all mobile. The smartphone app works over Bluetooth on both Android and Apple phones, and you can select whether you'd prefer the car to park nose- or tail-in to a perpendicular space. It works with parallel spaces too. Unsurprisingly, your E-Class needs to have Keyless Go, an auto 'box and Parking Pilot to unlock self-parking capability.

2 Crank up the Smartphone

Jump out, activate the app, then circle the virtual wheel, as on an early iPod. You're not controlling the speed or steering of the car, only the progress of the manoeuvre. Stop twirling and car will stop. Parking sensors check for obstacles and the process will stop if they detect an obstruction, say a trolley at the back of a space. And it only works if you remain within a 3m radius of the car. That's sufficient to keep your family safe from traffic, says Mercedes, but close enough to the car to keep global legislators happy.

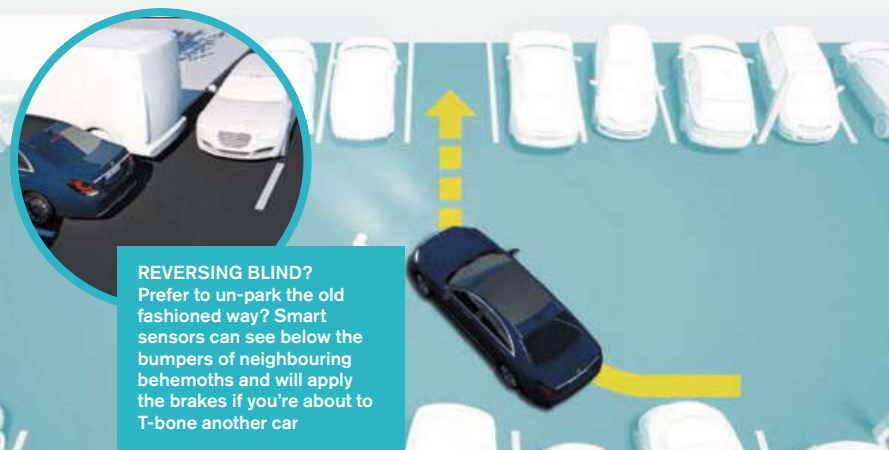


3 Un-parking

When you return to your car, start it remotely and activate the app to retrieve it from the bay, using the same scroll wheel to provide a 'gesture' to let the car (and Merc's lawyers) know that you're still notionally in control. Mercedes' engineers concede that a competent driver faced with a simple parking manoeuvre would be quicker against the clock, but that an average one with an impatient queue of other drivers behind him ready to hurl abuse would give best to the automated system.

4 Garage parking

Domestic garages aren't as straightforward to read as shopping centre bays for cars, but like the system on BMW's new 7 Series, Remote Parking Pilot can handle them. The E-Class's Explore mode allows you to remotely drive the car 10m backwards or forwards, while automatically avoiding abandoned bikes and that load of cardboard you've been meaning to take to the recycling bin for the past six months. Handy if your house is a shoe-box plot & plan with a garage skinnier than a supermodel's waist.



By the power of vulcan(isation)

One unforgettable day. Four no compromise speed machines. It's the 2015 Michelin Pilot Sport Experience at Sepang in Malaysia, and here's how it went down. **By Ray Leathern**



↑ Renault Clio IV: No shopping trolley

For all its bristling race car intent, the Clio is approachable because, well, it's a Clio. But fire up the 164kW turbo engine, give it 4000rpm, disengage the clutch, and you're sent hammering on your way. Forward progress doesn't feel turbo'ed, it's all so linear and immediate. The brake pedal is as hard as concrete and does

without ABS so there's plenty of opportunity for locking up. 17in slicks provide masses of traction but overcommit at corner entry and she can still understeer. As soon as you apply throttle though the front end is towed toward the apex like it has a homing device. All-in-all the Clio displays a fine blend of speed and controllability.

↓ Formula 4: Honey I shrunk the Formula 1 car

It may be the babies formula racer there is but the 120kW 1.6-litre 4-cyl engine only needs shift a paltry 470kg, so it has a power-to-weight ratio of 255kW per tonne – the same as a Ferrari California T. F4 is raced regionally all over the

world and is the stepping stone for youngsters fresh from a career in karting. At redline it sounds like a million angry hornets trying to escape your helmet, even if the Porsche pace car you're forced to follow reins in the speed.



→ Citroën DS3 R1: Rock steady

From slicks it's onto thick-blocked 15-inch rally tyres and the fwd Citroën DS3. Most of it remains remarkably true to the road car, down to the H-pattern 5-speed 'box. It's the cage, bucket seats and straight-through exhaust *paarp* that provides the horny character, while the latter is also responsible for the 1.6-litre's modest power jump from 88 to 96kW. Lasting impressions are its slow steering rack and a tendency to understeer, until you gain the confidence to lob it around, 'Scandi-flick' style.



↑ Formula Le Mans: The sound of speed

Then we were taken round the full Sepang F1 circuit by Scott Mansell (son of former F1 legend Nigel) in an Oreca Formula LM car. The clavicle-crushing grip generated by the 18-inch race slicks, a power-to-weight ratio of 355kW per tonne, its unrelenting Chevy V8 engine and aerodynamic downforce from its specially crafted carbonfibre body work together to produce a turn of speed only truly gifted race drivers can comprehend.



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← Ultimately it's all about the tyres

From race cars to earth-moving equipment, to airplanes, to bicycles, to lawnmowers that guarantee an even cut every time – if it has wheels, Michelin has a tyre technology to match. However, the message from MPSE 2015 is clearest of all: the race track is Michelin's live laboratory for high performance road tyres.



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By **Chris Wall**

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Letters to Clio

I want you to want me, I need you to need me.

Wayne Batty tries to 'connect' with his new long-term Renault – let's hope this doesn't get soppy

HELLO
MONTH 1
RENAULT
CLIO
GT-LINE

CALL ME OLD-fashioned but I reckon we've lost one of motoring's little delights. Fumbling around for the ignition lock, slotting the key and twisting that motor to life helped to personally connect you with the machine in a way today's push button starters do not.

It's not the same, but as a matter of principle I still insert the keycards on every Renault test unit we receive knowing full well they'll fire up from my pocket. And now that one has joined our long-term fleet, it's something I'll be doing every day because, unlike many road users who'd rather be catching up on social media feeds than



PHOTOGRAPHY: PIET MOOKE

actually driving, for me, the emotional connection affects the journey. And I want to give this *TopCar* newbie every chance to shine.

The Renault in question is the Clio GT-Line in striking Malta Blue. Everyone here agrees it's a looker. It's not just the paintjob that's unique, GT-Line gets bespoke bumpers and 17-inch rims, plus a rear 'diffuser'. It also ditches the bits of plastic chrome trim found on lesser Clios for a more appealing silver. Opening the door reveals RenaultSport-branded sill plates though I can't think why. There's hardly any more power from the same 898cc turbocharged three-cylinder motor found in regular Clios. Interestingly the digital brochure says to 'press the overboost button

and you have an extra 4kW and

15Nm of *va va vroom* when you need it for up to 40 seconds.' I will be on the lookout for this elusive 'overboost' button. In the meanwhile I have found the ECO button which injects the throttle response with a serious dose of horse tranquilisers – avoid unless you're on an economy run. Which brings me neatly to the subject of fuel consumption. Our Clio arrived with over 6000km on the odo, and judging by the first two tanks of unleaded doesn't need the ECO button. We're averaging low 7s while driving as if it was a genuine RenaultSport model. I have no doubt that once the new-car enthusiasm wears off, getting that closer to Renault's combined cycle claim of 4.5ℓ/100km will be relatively easy.

Early irritations, apart from the overly firm, fidgety ride, include Bluetooth streaming that 'jumps' like the first car CD

players – youngsters won't remember that; mind you they'll soon be asking what a CD is. So far the only fix is to plug the player (iPhone in my case) into the

USB port. Unfortunately the port is positioned high up the dash alongside the 7-inch touchscreen which means the cable tends to get in the way of gearshifts. I will live with that for the uninterrupted music flow and the easier control of track selection via the touchscreen multimedia system with handy built-in navigation. As for the sound quality, the GT-Line gets an upgraded Bass Reflex system which would be great if I liked bass. Did someone mention old-fashioned? **tc**

Ups/downs

- + distinctive style
- + the promise of frugality
- it's only got 898cc
- fidgety ride

Malta Blue paintwork so pretty it makes you want to book a holiday there ↓



LOGBOOK RENAULT CLIO GT-LINE

> Odo reading at start/now 6155/7358km > Distance covered 1203km
 > Fuel consumed 84.99ℓ > Av. Fuel consumption 7.06ℓ/100km > Service interval
 1-year/15000km > Service cost Covered by 3-year/45000km service plan
 > Total fuel cost R1112.29 > Running cost 93c/km

12 rounds with a heavyweight

GOODBYE
MONTH 12
TOYOTA LAND
CRUISER PRADO
3.0DT VX

Massive, and massively capable, has the Prado lived up to its billing as one of the finest of its breed?
By **Calvin Fisher**



IF YOU WANT to evaluate a vehicle really thoroughly, and really, really quickly just give it to a single dad. Or mom for that matter, I just happen to be the former. What with school runs, extended school runs, birthday parties,

trips to the ICU and the occasional long distance stint to the likes of Plettenberg Bay and the Baviaanskloof, to call the Prado well-travelled is an understatement. I've personally had the privilege of playing custodian to our outgoing Toyota Prado for three of its 12-month test period but managed to add at least 6000km to its tally, now well north of 30000km. That figure does include the 6889km of mileage with which it was delivered to us, but the 9 months it lived with TopCar's previous editor were hardly spent in the garage.

Ours is the range-topping 3.0-litre diesel VX auto (with sunroof), complete with Multi-terrain Select, satellite navigation, a 14-speaker Bluetooth-equipped audio system and even a stop/start button. Its 2982cc four-cylinder diesel engine churns out 120kW and 400Nm, but it weighs 2315kg and has a slushy five-speed auto so it feels sluggish on tar. I suppose a 0-100kph of 11.7 seconds isn't a total travesty, overtaking will however take some careful planning. Top speed is a good-enough 175kph and claimed average fuel consumption sits at 8.5ℓ/100km. We managed 9.7ℓ/100km over our year together but on my recent 1000km round trip along the Garden Route I struggled to get it under 10.4ℓ/100km.

It's a massive vehicle, seats seven comfortably and has a tiny fridge built into the elbow rest between the seats which can chill four water bottles. The front seats are heated, as is the middle row. And then there's that combined 150-litre of fuel storage, enough for a cross-country roundtrip. Enough to bankrupt you that first time at the pumps, too – surprise!

I'm a tarmac native, wheel to wheel with Land Rovers, X5s and Q7s on the daily where the Prado comes across as utterly utilitarian. That suits my bicycles and I just sweetly, foregoing the bling (mandatory elsewhere) for sheer ruggedness. And on that note, there's no denying that it's on dirt where the Prado truly excels. So who better to sum up the strength of its gravel-travel capabilities than Wayne Batty who's just returned from a 1500km epic as support vehicle for Aaron Borrill and his mountain bike? 🚲

👤 @Calvin_Fisher

LOGBOOK TOYOTA LAND CRUISER PRADO 3.0DT VX

- **Odo reading start/now** 6889/30936km
- **Distance covered** 24047km
- **Fuel consumed** 2260.42ℓ
- **Av. Fuel consumption** 9.4ℓ/100km
- **Service interval** 12 months/15000km
- **Service cost** Covered by 5-year/90000km ToyotaCare service plan
- **Total fuel cost** R26333.80
- **Running cost** R1.24/km



COUNT THE COST

Cost then R762000
 Cost now R794500
 Resale value R589 900
 Cost per km R1.24
 Cost per km including depreciation R7.44

Ups/downs

- Unpretentious, unstoppable
- Fuel consumption, workhorse vibes
- loaded with kit

📍 Prado gathered more dirt over twelve hours in the Baviaanskloof than all twelve months elsewhere – an absolute joy on the gravel

Knowing what lay in store, I was pleased to hear we'd have the Prado to transport three humans, two bikes plus all the kit and clobber needed to survive the 230km Trans Baviaans single-stage mountain bike race. After dropping the two cyclists off at a spartan hostel in Willowmore, I opted for the 'short cut' via Uniondale and Avontuur towards Knysna, and more luxurious digs. Driving Prince Alfred's Pass – 62km of Thomas Bain's finest gravel work – at a safe but fair lick will live with me forever. The

Prado's ability to absorb minor ruts without fuss and skip across rougher sections while also staying planted through the perilously tight and slippery switchbacks was astounding. Ploughing on through the forest's soggy logging roads passing trucks with ease as they crabbed along fighting for traction in the deep mud, the Prado proved an unflappably comfortable, unstoppable companion. Would I take the short cut again? Absolutely, but only in the Prado.

Fits like a glove

MONTH 4
BMW
335i GT

When it comes to long-term ownership, nothing beats a vehicle that's up to every task, says **Aaron Borrill**



↑ Takes a MTB whole and more...

Of course you know about my cycling obsession, I pretty much write about it every month. It's no surprise then that I rate most of our test cars by the manner in which it can deal with a bicycle. While mine is fitted with a tow bar (more on

that later) sometimes it's easier just to lie the bicycle flat inside. From the picture you can see it easily accepts a medium-sized MTB. Seats up and the 520-litre boot space is enough for luggage and a generous trip to the mall.

LOGBOOK BMW 335i GRAN TURISMO

> Odo reading start/now 55/8 773km > Distance covered 8828km > Fuel consumed 900.34ℓ > Av. fuel consumption 10.3ℓ/100km > Service interval 20000km > Service cost Covered by 5-yr/100 000km Maintenance Plan > Total fuel cost R11576.63 > Running cost R1.32/km



↑ Intuitive cockpit

While some aren't too fond of the BMW interior design ethos, I on the other hand love the way everything works in harmony. I think it's an intuitive space: there's no intimidating button arrangements or clutter which are two areas many modern cars fail to address. The design too is inoffensive – perhaps a little too safe – but it works. Plus, nothing beats the smell of new BMW leather upholstery.



↓ Life's a (tow) hitch

This is the first longterm I've ever driven that's come fitted with a tow bar. Not just any tow bar but an electronic one at that. It's a R9900 option but worth every cent in my opinion. The 400Nm torque figure ensures I needn't worry about how big the load may be, so whether it's collecting a pile of wood in the trailer or towing the bikes to a far-off location the GT is more than up to the task.



← Big on the inside, bigger on the outside

The large glasshouse and sunroof means there's a certain airiness to the GT's cabin. Add to this the long-wheel base (it is after all based on the Chinese-spec 3 Series Long) and front and rear passengers travel in consummate bliss. From the outside – well, let's just say the team has mixed opinions when it comes to the GT's aesthetic qualities. While some say it's ugly others don't find its styling offensive at all. That said its appearance is certainly an acquired taste.



Cruise connoisseur

On the open road Mazda's flagship diesel comes into its own. Caretaker **Peter Frost** went exploring and came back wanting more.

MONTH 2
MAZDA6



ELECTIVE DRUDGERY being what it is – tedious as well as an inevitable oxymoron – there needs to be a way of breaking the office routine. Touring is a good antidote, and for this few cars are as good as the Mazda6. Outwardly urban – the three-box sedan is all about the daily commute – it nevertheless hides the tools for a truly satisfying trek up hill and down dale.

Witness its 420Nm diesel locomotive, with more lugging power than a husky after breakfast. Its 19-inch wheels, made for long distance loping. The cavernous boot, great for relocating store room toys too long gathering dust. And that interior, if you're the driver, is a pleasant, premium space that models somewhere between cossetting and toddler proof, where everything is where it should be in the age old Japanese tradition of form following function.

So to it. Our urban chugger let loose in the hinterland and proved master of both. Mid-year saw a trek to the National Arts Festival in leaderless Grahamstown and shortly after that, a disappearance into the Knersvlakte to chase daisies and droewors.

The size of the car is interesting. As D-segment sedans grow ever lardier, the Mazda 6, while gaining a few curves, has retained its essential size. Think of that classic second hand car buy, the 2006 Honda Accord 2.4 Executive. It was the apogee of the Accord line, lithe, beautifully built, big enough yet compact enough. The 6 is that car, the spirit

of the 2.4 Exec – in architectural terms it's sized for humans rather than aspiration. This translates on the road into better dynamics, obviously, but also a tangible friendliness. It's not trying to be too much of anything.

The well-proportioned body also helps the elastic, low stressed 2.2-litre diesel engine perform well, pulling in top up the R62 pass into Barrydale and overtaking with the kind of imperious arrogance befitting of a Teuton costing triple the money. It's a quiet engine too, though that cannot be said for the car as a whole; at speed there is a significant amount of road noise from the large 19-inch wheels as well as from the B-pillars. Luckily the 265-watt, 11 speaker Bose system is up to the grey noise. In fact it's one of the best we've encountered, with the amplifier neatly cradled in the spare wheel. A centre channel speaker provides a powerful soundstage ambience, and is particularly good at accentuating vocals, while a digital signal processor ramps up the surround sound acoustics. The effect is arresting, to put it mildly, especially if you're a Verdi fan and forget to turn down the volume before the quiet *Kyrie* morphs into volcanic *Dies Ira* and the percussion section explodes in the cabin. Hot coffee burns and a change of pants.

Niggles on the open road are few. No complaints about the conventional, six-speed

Ups/ downs

- + Peerless cruiser, economy, sound system, kick down
- Single evil rattle, road roar off large tyres, boot depth

automatic gearbox with its well-timed change downs, or the instinctive, one-touch, steering-wheel-based cruise control. That cruise control is also conventional, so thankfully no intrusive electronics braking for you as you approach a slow truck on an open road. We will however discuss a single irritating, predictably part-

time, squattle (a rattling squeak) that emanates from the lower dash, when the car has its first service. The other quirk is the shape of the boot, long and deep to the point of WTF. It is only really an issue on a road trip when the boot is full and getting the last few bags out requires practically climbing into the thing. Very amusing for onlookers but less exciting for the muppet that has to fetch them. A small price to pay for a car that is proving as good to drive and own as it is to look at. [t5](#)

[@pefrost](#)

LOGBOOK MAZDA6 2.2DE DYNAMIC

- > **Odo reading start/now:** 60km/3170km
- > **Distance covered:** 3110km
- > **Fuel consumed:** 234 litres
- > **Av. Fuel consumption:** 7.52l/100km
- > **Service interval:** 15000km
- > **Service cost:** Covered by 3-year/unlimited km service plan
- > **Total Fuel cost:** R2410.00
- > **Running cost:** 83c/km

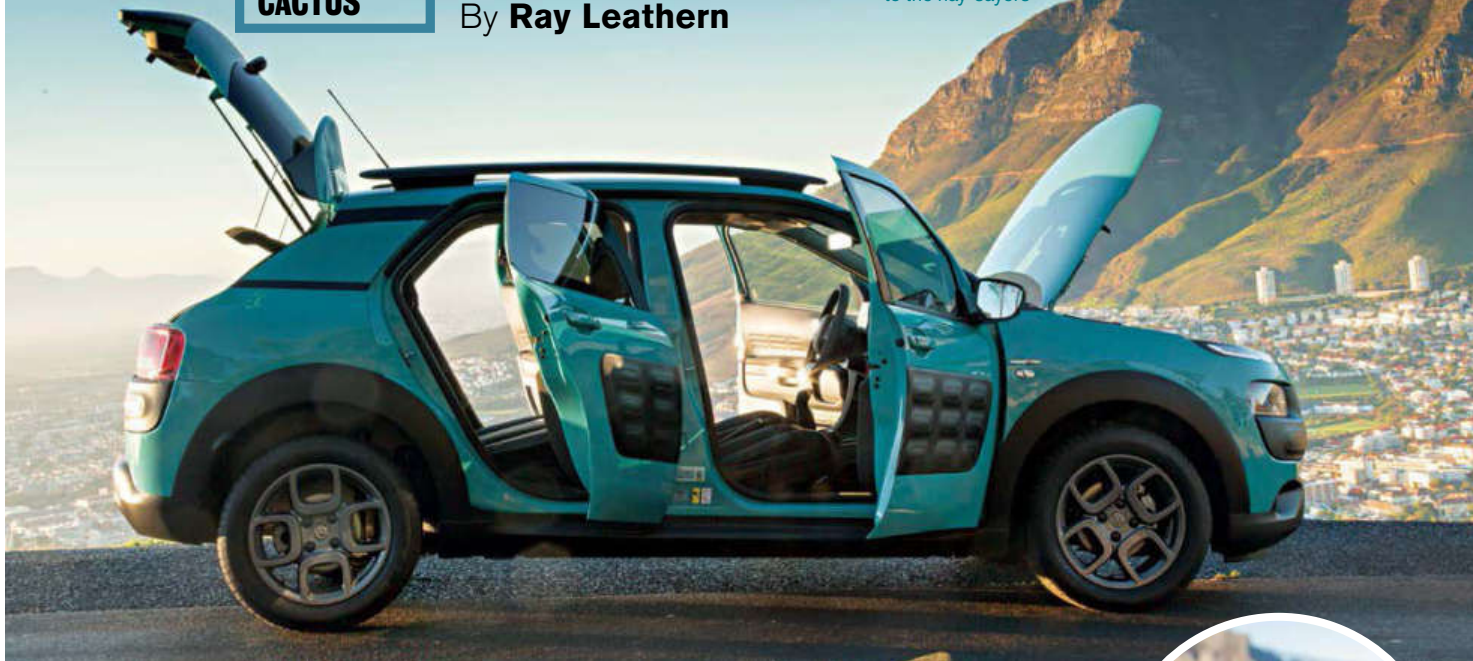
A weighty issue

**MONTH 3
CITROËN C4
CACTUS**

What will it take to get you into a Cactus?
By **Ray Leathern**

Ups/downs

- ⊕ To be light, or not to be light, this isn't a question... but a mantra
- ⊖ Having to explain to the nay-sayers



MASS PRODUCTION: I couldn't even begin to comprehend what it must take to summon a workforce to build tens of thousands of comfortable, affordable, good-looking, safe and well-equipped cars. I'm guessing you'd need a firm grasp of manufacturing simulation and process flow software, not to mention talent, experience and more money than Bill Gates. The Ford Motor Company for example, inventors of mass production with the Model T, continues to excel with an array of impressive products such as the Focus.

And what of Citroën? Its cars are once again oozing that all-important national character motoring hacks love to mention... But you don't seriously mean to say the left-field Cactus hopes to outsell a C-segment stalwart like the Focus? On the evidence of Joe Public's buying

behaviour in July 2015, you'd be predictably correct – just 24 Cacti sold versus 417 Foci. The problem probably lies with Citroën's previous attempt at playing it straight with the 'regular' C4, hardly the most inspiring of hatchbacks. But the Cactus is different and clearly I have a duty to spread the news; my friendly Frenchie has imbued my daily life with good cheer and other excellent things.

Key to its character is its lightness. Citroën have focused on this above all else in the quest to design a car that's relevant for the times. Done - strict adherence to diet serves the car so well. Our 1.2 e-THP tips the scales at only 1020kg – that's less than the DS3 that visited this month, with the interior space and practicality of a Ford Focus. What makes it so light? The small 3-cyl engine, strategic use of aluminium, pop-out rear windows and single-piece rear bench seat. Car companies the world over should take note - low mass impacts every aspect of the driving experience for the better. The Cactus is frugal, far more responsive than you expect and promises to be easy on tyre and

brake wear. But by far the most satisfying result is the balanced driving experience, both involving and immediate. For all that, the Cactus doesn't skimp on comfort or insulation. Our sound metre app rates it as quiet as a C-Class at 120kph. Find yourself daydreaming at the lights and you best double check the engine is still running, the only tell-tale sign a faint throb of the 3-cyl engine when you slip it back into gear. And off you charge again, fun like an original Mini, smile on your face. Truly, with a car this appealing you shouldn't need anything as whimsical as luck to assure sales success. **it**

📧 Ray@TopCar



LOGBOOK CITROËN C4 CACTUS

- > **Odo reading start/nw** | 2105/6912km
- > **Distance covered** | 4807km
- > **Fuel consumed** | 298.43ℓ
- > **Av. Fuel consumption** | 6.21ℓ/100km
- > **Service interval** | 1-year/15000km
- > **Service cost** | Covered by 5-year/100000km service plan
- > **Total fuel cost** | R3853.94
- > **Running cost** | 80c/km

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CAR SALES.

Tough call

Exports hold up as domestic demand takes a knock

KEY INDICATORS – JULY 2015

INDUSTRY TOTAL 54 112 | PASSENGER CARS 36 506 | LCV 15 090 | EXPORTS 28 291

SOUTH AFRICA IS a net exporter of basic commodities: steel, platinum, gold. Mining is at its core historically. So one has to worry when commodity prices remain in freefall, just as US interest rates rise and the dollar gains strength.

In China, the new driver of world trade, economic growth is slowing or has long been overstated, now being addressed as the yuan is devalued. China buys 36% of SA's manufactured goods, so any slowdown here is significant. Meanwhile, caught in a pincer movement between falling prices, rising wage demands and ageing plant, local steel producers are closing doors, slashing jobs. The timing could not have been worse for unions to hammer on for higher wages. Nor is government likely to reverse its policy of not subsidising the industry.

The lustre has gone off gold too as the metal's price tumbles against other investment channels: the all-share index is up 6.4%, for example, while gold is down 6.6%.

We are also seeing parastatals in management crisis, with widespread negative impacts, from the Post Office, to SAA, to Petro SA, to Eskom. Transnet has fared better, but with Brian Molefe out of the steering room, who knows. How, for example, could a non-engineer at the helm be given the task of signing off a multi-million contract for rolling stock that is too tall for our rail system? How is it possible that the many-trillion nuclear solution proposed to solve our energy crisis is not up for public comment, nor are the location and sourcing details in any way transparent? How too, could Sanral hold the country to ransom with its intent to toll public roads, now extending its reach to the Western Cape, via a flawed process that essentially excludes public participation?

We read about these things in the media,

and it begs the question... where the hell is democracy in any form, or delivery on promises in any sector? The message reaching the public is a glaring lack of planning, a failure of leadership from the highest level, and it leads to a general distrust of the country's long-term prospects. We aren't talking about Zimbabwe or Greece here: this is a country long touted as the hope for Africa, now being passed over for the oil-rich allure of Nigeria and others north of the border.

So it's no surprise at all that car sales, which are typically a good test of economic welfare, are taking a knock. Year to date they are down 2.5%. The year-on-year aggregate domestic sales figure reported to Naamsa for July shows a 6.1% decline (from 57 636 units). Of this, passenger cars took the roundhouse kick, down 8.8% from last July's 40 015 units. In contrast, light commercials largely held place, with a 0.7% gain (just 111 units). The so-called 'investment driven' medium and heavy segments also slowed: medium trucks down 1.6% (14 units) and heavy trucks down 6.3% (112 units).

The worry for the entire value chain is that the passenger rout came despite attractive financial packages, generous discounts and a plethora of guaranteed buy-back and added value offers across the brand spectrum and from value to premium models. The warning is that these schemes, while viable as a means to drum up short-term sales, or to ensure a consistent run-out phase (for a number of key models including the Hilux and Ranger), do impact on dealer margins and residual values. Many dealers are increasingly resorting to the age-old tactic of registering second-hand stock.

A look at the channel sales shows dealers losing ground, with 44 564 units or 82.4% share of new sales, with a high proportion (11.1%) going to rental companies, and a

business-as-usual 3.4% to corporate fleets and 3.1% to government. What didn't help was a 0.25% repo rate increase landed on consumers after the July Monetary Policy committee meeting, taking the repo rate to 6.0% and prime lending rates to 9.5% – thus bumping up finance costs alarmingly for those with home loans, credit card debt and interest rate-linked car finance.

The annual inflation rate in June was up to 4.7% from 4.6% in May (a trend in the wrong direction), while the SARB growth forecast has revised its growth forecast for 2015 from 2.1% to 2.0% (also in the wrong direction). One upside is a fuel price drop slated for August onwards, of 51 cents/litre, as crude oil prices continue ploughing below the \$50/barrel mark – all a help even as the rand, along with most emerging market currencies, continues to take a sustained bashing against the dollar, pound and euro.

What is suprising, given overall market conditions, is the level of demand, comments Simphiwe Nghona of Wesbank's Motor Division. July saw a record number of finance applications at Wesbank (tellingly 3.2% up for new vehicles, 8.6% up for used), but a high number of rejections too. This is testimony, says Nghona, to 'deteriorating consumer credit profiles', high household debt and the stringent affordability rules contained in the National Credit Act.

His sensible advice when considering a purchase is to set down a large deposit to reduce the financed amount, beware of balloon payments, and factor both insurance and maintenance costs into the 'mobility budget'.

An arrow of hope remains in the export markets where the 2015 half-year offtake for the core five passenger models and five commercial vehicles produced in SA has doubled in Europe since the same period in 2014 (to 82 454 units), with gains in Australasia (5 434 to 15 784), North America (26 416 to 28 018) and Asia (11 180 to 15 784).

This helped offset a slowdown in Africa (31 130 to 25 512). Naamsa reports that the figure for July followed the upward trend, gaining 24.4% (5 555 units) year-on-year – helping to balance the government's checking account and importantly to keep assembly lines running at 78.8% (passenger) and 81.4% (LCV) capacity in their respective manufacturing sectors in the second quarter of 2015. **TC**

PASSENGER CARS - JULY 2015

01	VW Polo Vivo/Vivo Sedan	2871
02	VW Polo/Polo Sedan	2084
03	Toyota Corolla/AurisQuest	1919
04	Toyota Etios	1515
05	Ford Fiesta	948
06	Renault Sandero II	899
07	Ford Figo	893
08	Ford EcoSport	732
09	Toyota Fortuner	717
10	Datsun Go	704
11	BMW 3 Series	669
12	VW Golf 7	616
13	Toyota RAV	597
14	Toyota Avanza	505
15	Audi A3/Sportback/Cabrio	444
16	Renault Duster	436
17	Ford Kuga	432
18	Ford Focus	417
19	Chevrolet Spark	381
20	Renault Clio IV	354
21	Nissan X-Trail	323
22	VW Jetta 6	320
23	Renault Captur	311
24	BMW 1 Series	303
25	Opel Corsa	300
26	Chev Aveo	298
27	Chevrolet Cruze	291
28	Audi A4/Allroad	276
29	Nissan Qashqai	236
30	Toyota Yaris	227
31	Mazda CX-5	226
32	VW Up	217
33	Mazda3	205
34	Jeep Grand Cherokee	203
35	VW Tiguan	194
36	Opel Mokka	188
37	Chevrolet Sonic	187
38	Suzuki Celerio	184
39	Mazda2	179
40	Honda HR-V	177
41	Honda Brio	172
42	Suzuki Swift	163
43	Ford Ikon	159
44	Audi Q3	150
45	BMW X5	148
46	BMW 4 Series	138
47	Volvo V40	132
48	Honda Jazz	131
49	Mini Hatch 5-dr & 3-dr	129
50	BMW 2 Series	129
51	Toyota Prado	128
52	Audi A1	122
53	L-R Discovery 4	114
54	Audi Q5	113
55	Nissan Micra	113
56	L-R Range Rover Evoque	112
57	BMW X3	111
58	Chevrolet Captiva	108
59	Jeep Cherokee	108
60	Suzuki Jimny	107
61	L-R Range Rover Sport	104
62	Honda CR-V	100
63	Opel Adam	96
64	Land Rover Discovery Sport	94
65	Mitsubishi ASX	91
66	VW T5 Caravelle/Kombi	90
67	Audi A5	80

68	Jeep Renegade	75
69	Chevrolet Trailblazer	71
70	VW Golf SV	71
71	Renault Megane III	71
72	Jeep Wrangler	65
73	BMW X4	64
74	Honda Ballade	63
75	BMW 5 Series	62
76	Jeep Compass	60
77	Lexus NX	57
78	Toyota Land Cruiser 200	56
79	VW Touareg	54
80	Nissan Juke	53
81	Peugeot 208	51
82	Fiat 500	51
83	Nissan Almera	49
84	Ford Fusion	48
85	BMW X6	47
86	Subaru Forester	47
87	Mitsubishi Mirage	47
88	Nissan Sentra	45
89	Mitsubishi Pajero	44
90	Ford Tourneo Connect	44
91	Honda Mobilio	44
92	Mahindra XUV	43
93	Porsche Cayenne	42
94	Mini Countryman	42
95	Suzuki Ciaz	40
96	Tata Indica Vista	39
97	VW Caddy	38
98	Tata Indica/Indigo/B-Line	37
99	Opel Astra	35
100	Suzuki Ertiga	34
101	L-R Range Rover	31
102	Dodge Journey	30
103	Audi TT	30
104	Toyota LandCruiser SW	30
105	Citroen C1	30
106	Mazda6	29
107	Porsche Macan	29
108	Peugeot 2008	29
109	Suzuki SX4	28
110	Subaru XV	28
111	Infiniti Q50	27
112	Porsche 911	27
113	Volvo XC60	26
114	Citroen C4 Cactus	24
115	Volvo S60	24
116	Fiat Panda	24
117	Mazda5	24
118	Nissan NV200	23
119	Fiat 500X	22
120	VW CC	22
121	Audi A6 Sedan	21
122	Audi Q7	21
123	Toyota 86	19
124	Jaguar XE	19
125	Mitsubishi Pajero Sport	18
126	Volvo XC90	17
127	Honda Civic	17
128	Jaguar XF	16
129	Toyota FJ Cruiser	16
130	BMW 7 Series	15
131	BMW X1	14
132	Lexus IS	14
133	Suzuki Splash	14
134	VW Touran	14

135	Volvo V40 CC	13
136	Jaguar F-Type	13
137	Subaru Outback	13
138	BMW 6 Series	12
139	Lexus ES	11
140	Chevrolet Orlando	11
141	Porsche Cayman/Boxster	11
142	Subaru WRX	11
143	VW Beetle/Cabrio	11
144	Mitsubishi Outlander	11
145	Citroen DS3	11
146	BMW i8	10
147	Peugeot 308	10
148	BMW i3	10
149	VW Scirocco	10
150	Mahindra Xylo	10
151	Alfa Giulietta	9
152	Nissan GT-R	9
153	Audi A7 Sportback	9
154	Audi A8	8
155	Porsche Panamera	8
156	Abarth 500	8
157	Mazda MX-5	8
158	Suzuki Grand Vitara	7
159	Peugeot 3008	7
160	Chrysler 300C	6
161	Infiniti QX70	6
162	Volvo XC70	5
163	Chrysler Voyager	5
164	Citroen C4 Aircross	5
165	Honda Accord	5
166	Infiniti QX80	5
167	Mahindra Scorpio	5
168	Nissan Leaf	5
169	Tata Manza	5
170	Renault Fluence	5
171	Lexus LX	4
172	Jaguar XJ	4
173	SsangYong Korando	4
174	Lexus RX	4
175	Mahindra Quanto	4
176	Mini Paceman	4
177	Mini Roadster	3
178	Citroen C3	3
179	Citroen DS4	2
180	Audi R8	2
181	VW Golf Cabriolet	2
182	Citroen DS3 Cabrio	2
183	Ferrari California	2
184	Suzuki Kizashi	2
185	BMW Z4	2
186	Fiat 500L	2
187	Lexus GS	2
188	Subaru Legacy	2
189	Nissan Livina	2
190	Lexus CT	1
191	Ferrari 458 Speciale	1
192	Jeep Patriot	1
193	Ferrari F12	1
194	Mini Coupe	1
195	Citroen C4 Picasso	1
196	Citroen Dispatch	1
197	Fiat Qubo	1
198	Honda CR-Z	1
199	Lexus LS	1
200	Renault Koleos	1
201	Toyota Prius	1

LCV - JULY 2015

01	Toyota Hilux	3546
02	Ford Ranger	2618
03	Nissan NP200	1411
04	Isuzu KB	1299
05	Chev Utility	1294
06	Toyota Quantum	1124
07	Nissan NP300 Hardbody	912
08	Toyota Land Cruiser Pick-up	328
09	Volkswagen Amarok	296
10	VW Caddy	168
11	Mazda BT-50	131
12	Nissan NV350 Taxi	114
13	Mahindra Bolero	106
14	Ford Transit	91
15	Nissan Hardbody	85
16	Mahindra Scorpio Pik-up	79
17	Nissan Navara	70
18	Nissan NV200	54
19	Tata Super Ace	54
20	Toyota Avanza	42
21	JMC Carrying	40
22	Land Rover Defender Pick-up	38
23	Nissan NV350	34
24	Mitsubishi Triton	31
25	Chev Spark	30
26	VW T5 Transporter Pick-up	30
27	JMC Boarding	29
28	Fiat Fiorino	26
29	VW T5 Transporter Crew Bus	25
30	Ford Transit Connect	25
31	Tata Xenon	21
32	Changan Star II	18
33	VW T5 Transporter Panel Van	14
34	Tata Telcoline/Worker	13
35	Mahindra Genio	10
36	Peugeot Partner	7
37	JMC Vigus	7
38	Nissan Patrol	5
39	Citroen Relay	4
40	Renault Kangoo	2
41	Fiat Doblo Cargo	2
42	Fiat Ducato	1
43	Renault Traffic	1

TOP 20 DOMESTIC

Toyota	11235
Volkswagen Group SA	8475
FMC	6429
AMH/AAD	5650
GMSA/Isuzu Trucks	4947
Nissan	4285
MBSA	2939
Renault	2080
BMW Group	1913
Mazda Southern Africa	802
Honda	710
Suzuki Auto	579
Chrysler SA	553
Jaguar Land Rover	545
Volvo Group Southern Africa	409
GWM	302
Tata	278
Mahindra	261
Mitsubishi Motors SA	242
Volvo Cars	222

TOP 10 EXPORTERS

MBSA	7819
VWSA	6937
Toyota	4408
BMW Group	4123
FMC	3545
Nissan	871
GMSA/Isuzu Trucks	383
Mitsubishi Motors SA	56
MAN	54
FAW Trucks	23

GBU.

Entries in red are *TopCar's* actual test figures.
Verdicts are *TopCar's* own opinions.
L/100: combined cycle fuel consumption in litres per 100km
P/T: Powertrain details – cylinders/capacity in litres plus
T – Turbo, S – Supercharged, TD – Turbo Diesel, e – Hybrid Electric
NB! Prices include CO₂ emissions tax where applicable and should be seen as indicative only

GEARBOX KEY:

M – Manual
A – Automatic
S – Automated manual
D – Dual-clutch automated manual
C – Continuously variable
/ followed by the number of ratios

Vehicle pricing and data supplied by



The Good, the Bad & the Ugly THE WORLD'S PUNCHIEST BUYING GUIDE

LAST UPDATED ON 20 AUGUST 2015

ABARTH

595							
VERDICT Slightly mad, but entirely loveable							
595	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
595 turismo	324 900	6.5	155	7.4	4/1.4T	118	230 M/5
595 turismo auto	340 900	6.5	151	7.6	4/1.4T	118	230 S/5
595 turismo cabriolet	364 900	6.5	155	7.4	4/1.4T	118	230 M/5
595 turismo cabriolet auto	380 900	6.5	151	7.6	4/1.4T	118	230 S/5

ALFA ROMEO

MITO							
VERDICT Characterful Alfa let down by Punto underpinnings							
MITO	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4Tbi Distinctive	304 400	5.6	129	8.4	4/1.4T	100	206 M/5
1.4Tbi Quadrifoglio Verde	325 900	6.0	139	7.3	4/1.7T	125	250 D/6

GIULIETTA

VERDICT Fine Golf alternative, stylish and grippy							
GIULIETTA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4Tbi Distinctive	355 400	5.8	134	7.8	4/1.4T	125	250 M/6
1.4Tbi Exclusive	388 900	5.2	121	7.7	4/1.4T	125	250 D/6
1750Tbi Quadrifoglio Verde	432 900	7.0	162	6.0	4/1.7T	177	340 D/6

4C

VERDICT Alfa's lightweight is a heavyweight Cayman rival							
4C	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
coupé	1 070 000	6.8	157	4.5	4/1.7T	177	350 D/6

ASTON MARTIN

VANTAGE							
VERDICT Subtle tweaks make for the best Vantage yet							
VANTAGE	PRICE	L/100	CO ₂ 0-100	CYL/CC	KW	NM	GEAR
coupé							
V8 Vantage	POA	13.8	321	4.9	V8/4.7	313	470 M/6
V8 Vantage auto	POA	12.9	299	5.3	V8/4.7	313	470 S/7
V8 Vantage N430	POA	13.8	321	4.8	V8/4.7	321	490 M/6
V8 Vantage N430 auto	POA	12.9	299	4.8	V8/4.7	321	490 S/7
V8 Vantage S	POA	13.8	321	4.5	V8/4.7	321	490 M/6
V8 Vantage S auto	POA	12.8	296	4.5	V8/4.7	321	490 S/7
V12 Vantage S	POA	14.7	343	3.9	V12/5.9	421	620 S/7
roadster							
V8 Vantage	POA	13.8	321	5.1	V8/4.7	313	470 M/6
V8 Vantage auto	POA	12.9	299	5.1	V8/4.7	313	470 S/7
V8 Vantage N430	POA	13.8	321	5.0	V8/4.7	321	490 M/6
V8 Vantage N430 auto	POA	12.9	299	5.0	V8/4.7	321	490 S/7
V8 Vantage S	POA	13.8	321	4.5	V8/4.7	321	490 M/6
V8 Vantage S auto	POA	12.8	296	4.5	V8/4.7	321	490 S/7
V12 Vantage S	POA	14.7	343	4.0	V12/5.9	421	620 S/7

DB9

VERDICT Even prettier now thanks to adopted Virage bits							
DB9	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
coupé	POA	14.3	333	4.6	V12/5.9	380	620 A/6
coupé Carbon Edition	POA	14.3	333	4.6	V12/5.9	380	620 A/6
coupé GT	POA	14.3	333	4.5	V12/5.9	403	620 A/6
Volante	POA	14.3	333	4.6	V12/5.9	380	620 A/6
Volante Carbon Edition	POA	14.3	333	4.6	V12/5.9	380	620 A/6
Volante GT	POA	14.3	333	4.5	V12/5.9	403	620 A/6

RAPIDE S

VERDICT Tight in the back, but you'll be driving anyway							
RAPIDE	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
Rapide S	POA	14.3	332	4.9	V12/5.9	410	620 A/6

VANQUISH

VERDICT Aston presses Ctrl Alt F12. Proper Ferrari rival							
VANQUISH	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
coupé	POA	12.8	298	3.8	V12/5.9	424	630 A/8
coupé Carbon Edition	POA	12.8	298	3.8	V12/5.9	424	630 A/8
Volante	POA	12.8	298	4.0	V12/5.9	424	630 A/8
Volante Carbon Edition	POA	12.8	298	4.0	V12/5.9	424	630 A/8

AUDI

A1 / S1							
VERDICT Top marks for Audi's premium baby							
A1 / S1	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
3-door							
1.0T S	265 000	4.2	97	10.9	3/1.0T	70	160 M/5
1.0T S auto	282 500	4.4	102	10.9	3/1.0T	70	160 D/7
1.4T SE	298 500	4.9	115	8.8	4/1.4T	92	200 M/6
1.4T SE auto	316 000	4.9	112	8.8	4/1.4T	92	200 D/7
1.8T Sport	382 500	5.6	129	6.8	4/1.8T	141	250 D/7
S1 quattro	452 500	7.0	162	5.8	4/2.0T	170	370 M/6
Sportback							
1.0T S	272 500	4.2	97	11.1	3/1.0T	70	160 M/6
1.0T S auto	290 000	4.4	102	11.1	3/1.0T	70	160 D/7
1.4T SE	306 000	5.1	118	8.9	4/1.4T	92	200 M/6
1.4T SE auto	323 500	4.9	112	8.9	4/1.4T	92	200 D/7
1.8T Sport	390 000	5.6	129	6.9	4/1.8T	141	250 D/7
S1 quattro	460 000	7.1	166	6.4	4/2.0T	170	370 M/6

A4 / S4 / RS4

VERDICT Smarter A4 now a better steer. Punchy S4 superb							
A4 / S4 / RS4	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
sedan							
1.8T 88kW S	371 500	6.5	151	10.5	4/1.8T	88	230 M/6
1.8T S	398 000	5.7	134	8.1	4/1.8T	125	320 M/6
1.8T S auto	415 000	5.8	134	8.3	4/1.8T	125	320 C/V
1.8T SE	413 000	5.7	134	8.1	4/1.8T	125	320 M/6
1.8T SE auto	430 000	5.8	134	8.3	4/1.8T	125	320 C/V
1.8T SE Sport Edition Plus	421 250	5.7	134	8.1	4/1.8T	125	320 M/6
1.8T SE Sport Edition Plus auto	438 250	5.8	134	8.3	4/1.8T	125	320 C/V
2.0TDie S	404 500	4.5	119	9.2	4/2.0TD	105	320 M/6
2.0TDI S	423 500	4.8	127	7.9	4/2.0TD	130	380 C/V
2.0TDI SE	421 500	4.6	120	8.2	4/2.0TD	130	380 M/6
2.0TDI SE auto	438 500	4.8	127	7.9	4/2.0TD	130	380 C/V
2.0TDI SE Sport Edition Plus	429 750	4.6	120	8.2	4/2.0TD	130	380 M/6
2.0TDI SE Sport Edition Plus auto	446 750	4.8	127	7.9	4/2.0TD	130	380 C/V
2.0T SE	473 000	5.9	138	6.8	4/2.0T	165	350 C/V
2.0T quattro	553 000	6.6	152	6.4	4/2.0T	165	350 D/7
3.0TDI quattro	603 500	5.7	149	5.9	V6/3.0TD	180	500 D/7
3.0T quattro	605 000	8.1	190	5.4	V6/3.0S	200	400 D/7
S4 quattro	744 500	7.7	178	5.4	V6/3.0S	245	440 D/7
allroad quattro							
2.0T	525 000	7.0	164	6.9	4/2.0T	165	350 D/7
2.0TDI	530 500	6.0	156	7.98	4/2.0TD	130	380 D/7
Avant							
S4 quattro	761 500	7.8	180	5.1	V6/3.0S	245	440 D/7
RS4 quattro	1 039 000	10.7	249	4.83	V8/4.2	331	430 D/7

A3 / S3

VERDICT Quality cabin, excellent powertrains, added agility							
A3 / S3	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
3-door							
1.2T S	333 500	4.9	114	10.5	4/1.2T	77	175 M/6
1.4T S	341 500	5.3	123	9.5	4/1.4T	90	200 M/6
1.4T S auto	358 500	5.0	116	9.3	4/1.4T	90	200 D/7
1.6TDI S	376 000	3.9	102	10.9	4/1.6TD	77	250 D/7
1.8T SE	379 000	5.8	135	7.2	4/1.8T	132	250 M/6
1.8T SE auto	396 000	5.6	130	7.3	4/1.8T	132	250 D/7
1.8T quattro	427 500	6.6	152	7.94	4/1.8T	132	280 D/6
S3 quattro	524 000	7.0	162	4.9	4/2.0T	206	380 M/6
S3 quattro auto	541 000	6.9	159	5.2	4/2.0T	206	380 D/6
Sportback							
1.2T S	333 500	4.9	114	10.5	4/1.2T	77	175 M/6
1.4T S	341 500	5.3	123	9.5	4/1.4T	90	200 M/6
1.4T S auto	358 500	5.0	116	9.3	4/1.4T	90	200 D/7
1.6TDI S	376 000	3.9	102	10.9	4/1.6TD	77	250 D/7
1.8T SE	379 000	5.8	135	7.2	4/1.8T	132	250 M/6
1.8T SE auto	396 000	5.6	130	7.3	4/1.8T	132	250 D/7
2.0TDI SE	413 000	4.5	119	8.4	4/2.0TD	110	320 D/6
1.8T quattro	435 000	6.6	152	6.8	4/1.8T	132	280 D/6
S3 quattro	548 500	6.9	160	5.1	4/2.0T	206	380 D/6



Q5 / SQ5**VERDICT** | Audi's best Q-car, and a happy home for quattro

Q5 / SQ5	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.0T S quattro	559 000	7.5	174	8.5	4/2.0T	132	320 M/6
2.0TDI S quattro	565 000	5.9	154	9.0	4/2.0TD	130	380 M/6
2.0TDI S quattro auto	582 000	6.0	159	9.0	4/2.0TD	130	380 D/7
2.0T SE quattro	636 000	7.9	184	7.1	4/2.0T	165	350 A/8
3.0T SE quattro	722 500	8.5	199	5.9	V6/3.0S	200	400 A/8
3.0TDI SE quattro	742 000	6.4	169	6.5	V6/3.0TD	180	580 D/7
SQ5 TDI quattro	867 000	6.8	179	5.55	V6/3.0TD	230	650 A/8

TT**VERDICT** | Sharper looks, tech and drive for 3rd-gen TT

TT	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
coupé							
2.0T	558 000	6.3	148	6.0	4/2.0T	169	370 D/6
2.0T quattro	642 000	6.4	151	5.82	4/2.0T	169	370 D/6
TTS 2.0T quattro	700 500	6.7	155	4.6	4/2.0T	228	380 D/6

A5 / S5 / RS5**VERDICT** | Audi's master plan takes shape

A5 / S5 / RS5	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
Sportback							
1.8T SE	473 000	5.8	136	8.2	4/1.8T	125	320 M/6
1.8T SE auto	490 000	5.9	136	8.4	4/1.8T	125	320 C/V
2.0TDI SE	518 000	4.8	127	7.9	4/2.0TD	130	380 C/V
2.0T SE	544 500	5.9	138	7.0	4/2.0T	165	350 C/V
2.0T quattro	568 500	6.6	152	6.5	4/2.0T	165	350 D/7
3.0TDI quattro	672 500	5.8	152	6.2	V6/3.0TD	180	500 D/7
3.0T quattro	675 000	7.7	178	6.0	V6/3.0S	200	400 D/7
S5 quattro	791 500	7.7	179	5.1	V6/3.0S	245	440 D/7
coupé							
1.8T SE	483 000	5.7	134	7.9	4/1.8T	125	320 M/6
1.8T SE auto	500 000	5.8	134	8.2	4/1.8T	125	320 C/V
2.0TDI SE	521 000	4.7	123	7.8	4/2.0TD	130	380 C/V
2.0T SE	548 000	5.9	138	6.8	4/2.0T	165	350 C/V
2.0T quattro	571 500	6.6	152	6.4	4/2.0T	165	350 D/7
3.0TDI quattro	674 000	5.8	152	6.2	V6/3.0TD	180	500 D/7
3.0T quattro	676 000	7.5	174	5.8	V6/3.0S	200	400 D/7
S5 quattro	791 000	7.7	178	4.9	V6/3.0S	245	440 D/7
RS5 quattro	1 029 500	10.5	246	4.48	V8/4.2	331	430 D/7
cabriolet							
1.8T SE	543 000	6.2	143	8.7	4/1.8T	125	320 M/6
1.8T SE auto	560 000	6.2	143	8.9	4/1.8T	125	320 C/V
2.0TDI SE	594 000	5.0	132	8.3	4/2.0TD	130	380 C/V
2.0T SE	620 500	6.3	148	7.4	4/2.0T	165	350 C/V
2.0T quattro	645 000	6.9	159	7.2	4/2.0T	165	350 D/7
3.0TDI quattro	749 500	5.8	152	6.3	V6/3.0TD	180	500 D/7
3.0T quattro	751 500	7.8	181	6.3	V6/3.0S	200	400 D/7
S5 quattro	868 500	7.9	184	5.4	V6/3.0S	245	440 D/7
RS5 quattro	1 110 000	10.7	249	4.9	V8/4.2	331	430 D/7

A6 / S6 / RS6**VERDICT** | Bland, but big, powerful and beautifully engineered

A6 / S6 / RS6	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.8T	601 000	5.7	133	7.9	4/1.8T	140	320 D/7
3.0TDI	689 000	4.7	122	7.1	V6/3.0TD	160	400 D/7
S6 quattro	1 054 500	9.2	214	4.4	V8/4.0T	331	550 D/7
RS6 Avant quattro	TBA	9.6	223	3.9	V8/4.0T	412	700 A/8

A7 / S7 / RS7 SPORTBACK**VERDICT** | Competent and pretty cruiser, but is that enough?

A7 / S7 / RS7 SPORTBACK	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
A7 3.0TDI quattro	943 500	5.2	136	5.7	V6/3.0TD	200	580 D/7
A7 3.0TDI Bit quattro	1 040 000	6.1	162	5.2	V6/3.0TD	235	650 A/8
S7 quattro	1 176 500	9.3	215	4.6	V8/4.0T	331	550 D/7
RS7 quattro	1 596 000	9.5	221	3.9	V8/4.0T	412	700 A/8

Q7**VERDICT** | Vorsprung durch overkill

Q7	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
3.0TDI quattro	855 500	7.4	195	7.8	V6/3.0TD	180	550 A/8
3.0T quattro	900 000	10.7	249	6.9	V6/3.0S	245	440 A/8
4.2TDI quattro	1 055 000	9.9	242	6.54	V8/4.1TD	250	760 A/6

A8 / S8 / A8 L**VERDICT** | Packed with tech, but still needs board approval

A8 / S8 / A8 L	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
A8 / S8							
3.0TDI quattro	1 182 000	5.9	155	5.9	V6/3.0TD	190	580 A/8
4.2TDI quattro	1 514 000	7.4	194	4.7	V8/4.1TD	283	850 A/8
S8 quattro	1 544 500	9.6	225	4.25	V8/4.0T	382	650 A/8
A8 L							
3.0TDI quattro	1 349 500	6.0	158	6.1	V6/3.0TD	190	580 A/8
4.2TDI quattro	1 684 000	7.5	197	4.9	V8/4.1TD	283	850 A/8
6.3 W12 quattro	2 048 500	11.3	264	4.6	W12/6.3	368	625 A/8

R8**VERDICT** | Proper supercar dynamics and styling, Audi built

R8	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
coupé							
4.2 quattro	1 655 000	12.4	289	4.3	V8/4.2	316	430 D/7
5.2 V10 quattro	2 206 000	13.1	305	3.6	V10/5.2	386	530 D/7
5.2 V10 plus quattro	2 510 500	12.9	299	3.57	V10/5.2	404	540 D/7
Spyder							
4.2 quattro	1 824 500	12.6	294	4.63	V8/4.2	316	430 D/7
5.2 V10 quattro	2 375 000	13.3	310	3.8	V10/5.2	386	530 D/7

BENTLEY**CONTINENTAL GT****VERDICT** | Heavyweight GT continues to age like fine wine

CONTINENTAL GT	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
coupé							
GT V8	3 950 000	10.5	246	4.8	V8/4.0T	373	660 A/8
GT V8 S	4 320 000	10.5	246	4.5	V8/4.0T	389	680 A/8
GT W12	4 420 000	14.1	327	4.5	W12/6.0T	434	720 A/8
GT Speed W12	5 088 000	14.5	338	4.2	W12/6.0T	467	820 A/8
convertible							
GT V8	4 270 000	10.9	254	5.0	V8/4.0T	373	660 A/8
GT V8 S	4 630 000	10.9	254	4.7	V8/4.0T	389	680 A/8
GT W12	4 730 000	14.2	330	4.7	W12/6.0T	434	720 A/8
GT Speed W12	5 400 000	14.9	347	4.4	W12/6.0T	467	820 A/8
FLYING SPUR							
VERDICT Punchier, faster and prettier new four-door Conti							
FLYING SPUR							
V8	4 270 000	10.9	254	5.2	V8/4.0T	373	660 A/8
W12	4 833 000	14.7	343	4.6	W12/6.0T	460	800 A/8

MULSANNE**VERDICT** | First really new Bentley in decades. They nailed it

MULSANNE	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
Mulsanne	7 262 000	14.6	342	5.3	V8/6.8T	377	1020 A/8
Speed	7 950 000	14.6	342	4.9	V8/6.8T	395	1100 A/8

BMW**1 SERIES****VERDICT** | Joy is in the eye of the steering wheel holder

1 SERIES	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
3-door							
118i	342 000	5.0	116	8.5	3/1.5T	100	220 M/6
118i auto	360 900	4.8	112	8.7	3/1.5T	100	220 A/8
120i	364 642	5.8	136	7.4	4/1.6T	130	250 M/6
120i auto	383 234	5.7	133	7.2	4/1.6T	130	250 A/8
125i	437 488	6.6	154	6.4	4/2.0T	160	310 M/6
125i auto	457 973	6.3	148	6.79	4/2.0T	160	310 A/8

M135i	540 477	8.0	188	5.1	6/3.0T	240	450 M/6
M135i auto	560 243	7.5	175	4.9	6/3.0T	240	450 A/8
5-door							
118i	351 000	5.0	116	8.5	3/1.5T	100	220 M/6
118i auto	369 900	4.8	112	8.7	3/1.5T	100	220 A/8
120i	374 142	5.8	136	7.2	4/1.6T	130	250 M/6
120i auto	392 734	5.7	133	7.4	4/1.6T	130	250 A/8
120d	410 500	4.1	108	7.1	4/2.0TD	140	380 M/6
120d auto	429 400	3.9	103	7.0	4/2.0TD	140	380 A/8
125i	446 488	6.6	154	6.4	4/2.0T	160	310 M/6
125i auto	466 973	6.3	148	6.2	4/2.0T	160	310 A/8
M135i	549 977	8.0	188	5.1	6/3.0T	240	450 M/6
M135i auto	569 743	7.5	175	4.9	6/3.0T	240	450 A/8

X1**VERDICT** | 3 Series wagon lures the X-ophiles

X1	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
sDrive18i	402 656	7.7	180	9.7	4/2.0	110	200 M/6
sDrive18i auto	419 769	7.9	185	10.4	4/2.0	110	200 A/6
sDrive20i	427 309	6.9	162	7.4	4/2.0T	135	270 M/6
sDrive20i auto	444 796	6.7	157	7.7	4/2.0T	135	270 A/8
sDrive20d	441 923	4.9	129	7.8	4/2.0TD	135	380 M/6
sDrive20d auto	460 539	5.0	135	7.9	4/2.0TD	135	380 A/8
xDrive20i	482 746	7.5	176	7.8	4/2.0T	135	270 M/6
xDrive20i auto	499 822	7.1	167	7.9	4/2.0T	135	270 A/8
xDrive20d	497 565	5.5	145	8.1	4/2.0TD	135	380 M/6
xDrive20d auto	515 360	5.4	143	8.1	4/2.0TD	135	380 A/8
xDrive28i	554 925	7.2	168	6.82	4/2.0T	180	350 A/8

2 SERIES ACTIVE TOURER**VERDICT** | Niche-filling front-wheel drive 'B-Class'

2 SERIES ACTIVE TOURER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
218i	380 000	5.1	118	9.2	3/1.5T	100	220	M/6
218i auto	399 105	5.2	122	10.11	3/1.5T	100	220	A/6
220i	405 052	6.0	140	7.5	4/2.0T	141	280	M/6
220i auto	423 234	5.7	133	7.4	4/2.0T	141	280	A/8
220d	430 500	4.5	117	7.6	4/2.0TD	140	400	A/6
220d auto	449 400	4.3	114	7.5	4/2.0TD	140	400	A/8
225i auto	550 847	5.9	138	6.6	4/2.0T	170	350	A/8

SPARK**VERDICT** | Likeable new Chev 'too young' for some

SPARK	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.2 Campus	123 800	5.4	129	13.3	4/1.2	60	108	M/5
1.2 L	134 100	5.4	129	13.3	4/1.2	60	108	M/5
1.2 LS	143 100	5.4	129	13.3	4/1.2	60	108	M/5
1.2 LT	156 000	5.4	129	13.3	4/1.2	60	108	M/5

UTILITY**VERDICT** | Still the benchmark despite polarising looks

UTILITY	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.4	143 900	7.2	171	12.8	4/1.4	68	120	M/5
1.4 UteForce Edition	164 000	7.2	171	12.8	4/1.4	68	120	M/5
1.4 Club	170 000	7.2	171	12.8	4/1.4	68	120	M/5
1.4 Sport	193 700	7.2	171	12.8	4/1.4	68	120	M/5
1.8	163 300	8.1	193	9.8	4/1.8	77	161	M/5
1.8 UteForce Edition	169 100	8.1	193	9.8	4/1.8	77	161	M/5
1.8 Club	175 100	8.1	193	9.8	4/1.8	77	161	M/5
1.8 Sport	199 900	8.1	193	9.8	4/1.8	77	161	M/5

AVEO**VERDICT** | Ageing fast. Stretch for a Sonic instead

AVEO	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
hatch 1.6 L	146 300	7.3	173	11.5	4/1.6	77	145	M/5
sedan 1.6 L	151 000	7.3	173	11.6	4/1.6	77	145	M/5
sedan 1.6 LS	163 500	7.3	173	11.6	4/1.6	77	145	M/5
sedan 1.6 LS auto	177 400	7.7	184	12.1	4/1.6	77	145	A/4

SONIC**VERDICT** | Sporty styling, competitive engines. Strong rivals

SONIC	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
hatch 1.6 LS	203 800	6.5	155	11.3	4/1.6	85	155	M/5
sedan 1.6 LS	208 700	6.4	152	11.3	4/1.6	85	155	M/5
sedan 1.6 LS auto	219 600	6.9	164	11.7	4/1.6	85	155	A/6
hatch 1.4T RS	238 100	6.6	155	9.29	4/1.4T	103	200	M/6

CRUZE**VERDICT** | As the name suggests, good for cruisin'

CRUZE	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
hatch								
1.6 LS	248 300	6.7	158	12.8	4/1.6	86	155	M/5
1.4T LS	265 200	5.8	135	9.3	4/1.4T	103	200	M/6
sedan								
1.6 L	230 400	6.7	158	12.5	4/1.6	86	155	M/5
1.6 LS	247 200	6.7	158	12.5	4/1.6	86	155	M/6
1.4T LS	262 500	5.8	135	9.3	4/1.4T	103	200	M/5
1.4T LS auto	272 400	n/a	n/a	n/a	4/1.4T	103	200	A/6

ORLANDO**VERDICT** | Wagon for the stay-at-home dad

ORLANDO	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.8 LS	301 300	7.2	171	12.0	4/1.8	104	176	M/5

CAPTIVA**VERDICT** | A strong-value contender in a crowded segment

CAPTIVA	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.4 LT	366 500	8.8	210	10.5	4/2.4	123	230	M/6
2.4 LT auto	384 000	8.8	210	11.0	4/2.4	123	230	A/6
2.2D LT	398 600	7.9	209	n/a	4/2.2TD	135	400	A/6

TRAILBLAZER**VERDICT** | Better in most areas than King Fortuner

TRAILBLAZER	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.5D LT	439 300	7.4	195	11.7	4/2.5TD	120	380	M/6
2.8D LTZ auto	518 700	9.5	254	10.6	4/2.8TD	144	500	A/6
2.8D 4x4 LTZ	556 700	8.0	215	11.4	4/2.8TD	144	440	M/6
2.8D 4x4 LTZ auto	575 500	9.5	254	10.6	4/2.8TD	144	500	A/6

CHRYSLER**GRAND VOYAGER****VERDICT** | Grand American for grand-sized Americans

GRAND VOYAGER	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.8CRD LX	609 990	8.4	222	12.8	4/2.8TD	120	360	A/6
2.8CRD Limited	698 990	8.4	222	12.8	4/2.8TD	120	360	A/6

300C**VERDICT** | Bold capable exec is big on value and presence

300C	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
3.6 Luxury Series	601 990	9.7	227	7.7	V6/3.6	210	340	A/8
3.0CRD Luxury Series	683 990	7.2	191	7.35	V6/3.0TD	177	550	A/5
SRT8	777 990	13.0	303	5.0	V8/6.4	347	631	A/5

CITROËN**C1****VERDICT** | More style, more sophistication, much more price

C1	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
VTI 82 Feel	168 900	4.3	99	11.0	3/1.2	60	116	M/5
VTI 82 Airscape Feel	194 900	4.3	99	11.0	3/1.2	60	116	M/5

DS3**VERDICT** | New headlights but still a proper Mini Cooper rival

DS3	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
60kW Design	239 900	4.7	109	12.3	3/1.2	60	118	M/5
e-THP 81kW Style	279 900	4.5	104	10.6	3/1.2T	81	205	M/5
88kW Style auto	294 900	6.6	150	10.9	4/1.6	88	160	A/4
Cabrio e-THP 81kW Style	304 900	4.5	104	10.7	3/1.2T	81	205	M/5
e-THP 120kW Sport	329 900	5.6	129	8.1	4/1.6T	120	240	M/6

C4 CACTUS**VERDICT** | Bubble-wrapped crossover is fun, comfy and cool

C4 CACTUS	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
60kW Feel	224 900	4.6	107	14.5	3/1.2	60	118	M/5
e-THP 81kW Feel	259 900	4.7	107	9.3	3/1.2T	81	205	M/5
e-THP 81kW Shine	284 900	4.7	107	9.3	3/1.2T	81	205	M/5

DS4**VERDICT** | Adds the spice missing from the C4

DS4	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
VTI 120 Design	291 900	6.2	144	10.8	4/1.6	88	160	M/5
THP 160 Style	347 900	7.7	178	9.3	4/1.6T	120	240	A/6
THP 200 Sport	377 900	6.4	149	7.9	4/1.6T	147	275	M/6
Hdi 160 Sport	375 900	5.1	134	8.81	4/2.0TD	120	340	M/6
Hdi 160 Sport auto	390 900	5.7	149	9.9	4/2.0TD	120	340	A/6

C4 PICASSO**VERDICT** | Unusually pretty, properly sorted, diesel-only MPV

C4 PICASSO	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
e-HDi 85kW Seduction	325 900	4.0	105	13.6	4/1.6TD	85	270	M/6
e-HDi 85kW Intensive	345 900	4.0	105	13.6	4/1.6TD	85	270	M/6
e-THP 121kW Intensive	369 900	5.6	130	9.3	4/1.6T	121	240	A/6

C4 AIRCROSS**VERDICT** | Sassy French suit can't hide Japanese roots

C4 AIRCROSS	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.0i Attraction	313 900	7.5	178	9.3	4/2.0	113	198	M/5
2.0i Comfort	337 900	7.5	178	9.3	4/2.0	113	198	M/5
2.0i Seduction	345 900	7.5	178	8.82	4/2.0	113	198	M/5
2.0i Seduction auto	360 900	7.6	180	10.2	4/2.0	113	198	C/V
Hdi 115 Seduction	376 900	4.6	119	10.8	4/1.6TD	84	270	M/6
Hdi 115 4WD Comfort	387 900	4.9	129	11.6	4/1.6TD	84	270	M/6
2.0i 4WD Exclusive	410 900	8.1	191	10.9	4/2.0	113	198	C/V

DISPATCH**VERDICT** | Practical people carrier: Nothing more

DISPATCH MULTISPACE	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
Hdi 160 Comfort	424 900	7.6	199	13.6	4/2.0TD	120	340	A/6

DS5**VERDICT** | Presidential style, but ride more crashy than cushy

DS5	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
THP 155 Style	438 900	7.3	169	9.7	4/1.6T	115	240	A/6
THP 200 Sport	469 900	6.7	155	8.2	4/1.6T	147	275	M/6
Hdi 160 Sport	476 900	6.1	158	10.1	4/2.0TD	120	340	A/6

DATSUN**GO****VERDICT** | Dull styling, no ABS. Airbag now added to Lux model

GO	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.2 Mid	95 200	5.2	123	13.3	3/1.2	50	104	M/5
1.2 Lux	108 200	5.2	123	13.3	3/1.2	50	104	M/5

DFSK**MINI TRUCK****VERDICT** | Unbelievably low pricing. Warning!

MINI TRUCK	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
K01 1.0	76 990	n/a	n/a	n/a	4/1.0	35	76	M/5
K01 1.3	92 990	n/a	n/a	n/a	4/1.3	58	103	M/5
K01 1.3 J-Car	106 990	n/a	n/a	n/a	4/1.3	58	103	M/5

DODGE**JOURNEY****VERDICT** | Better inside but basics still off the pace of rivals

JOURNEY	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.4 SXT	377 990	9.6	225	n/a	4/2.4	125	220	A/6
3.6 SXT	416 990	10.4	242	n/a	V6/3.6	206	353	A/6
3.6 R/T	466 990	10.4	242	n/a	V6/3.6	206	353	A/6
Crossroad 3.6	486 990	10.4	242	n/a	V6/3.6	206	353	A/6

FAW**V2****VERDICT** | Cheap, garish and uninspiring

V2	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.3 DLX	104 995	6.5	155	n/a	4/1.3	67	120	M/5
1.3 #Like	114 995	6.5	155	n/a	4/1.3	67	120	M/5

SIRIUS S80

112 THE GOOD, THE BAD & THE UGLY

FF							
VERDICT FF for Very Fast							
FF	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
FF	5 150 000	15.4	360	3.7	V12/6.3	485	683 D/7



F12berlinetta							
VERDICT Glorious V12 wrapped in provocative body. Epic							
F12berlinetta	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
F12berlinetta	5 979 000	15.0	360	3.1	V12/6.3	545	690 D/7



FIAT PANDA							
VERDICT Fun to drive, pragmatic, cheap to run							
PANDA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.2 Pop	152 990	5.2	120	14.2	4/1.2	51	102 M/5
1.2 Lounge	169 990	5.2	120	15.53	4/1.2	51	102 M/5



500							
VERDICT Majors on style and charm. Retro glamour							
500	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
hatch							
500 1.2 Pop	179 900	5.1	119	12.9	4/1.2	51	102 M/5
500 1.2 Pop auto	188 940	5.0	115	13.0	4/1.2	51	102 S/5
500 1.2 Lounge	195 900	5.1	119	12.9	4/1.2	51	102 M/5
500 1.2 Lounge auto	204 940	5.0	115	13.0	4/1.2	51	102 S/5
500 1.4 Lounge	224 900	6.1	140	10.5	4/1.4	74	131 M/6
500 1.4 Lounge auto	233 940	5.8	135	10.6	4/1.4	74	131 S/5
500S 1.4	229 900	6.1	140	10.5	4/1.4	74	131 M/6
500S 1.4 auto	238 940	5.8	135	10.6	4/1.4	74	131 S/5
cabriolet							
500C 1.2 Pop	222 900	5.1	119	12.9	4/1.2	51	102 M/5
500C 1.2 Pop auto	231 940	5.0	115	13.0	4/1.2	51	102 S/5
500C 1.4 Lounge	266 900	6.1	140	10.5	4/1.4	74	131 M/6
500C 1.4 Lounge auto	275 940	5.8	135	10.6	4/1.4	74	131 S/5
500S cabriolet 1.4	271 900	6.1	140	10.5	4/1.4	74	131 M/6
500S cabriolet 1.4 auto	280 940	5.8	135	10.6	4/1.4	74	131 S/5



QUBO							
VERDICT Postman Pat's Italian cousin. Opt for the diesel							
QUBO	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4	200 990	6.6	152	16.2	4/1.4	54	118 M/5
1.3 Multijet	225 990	4.4	115	16.5	4/1.3TD	55	190 M/5



500L							
VERDICT The 500 that ate all the pies. Good family fun							
500L	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4 Pop Star	259 900	6.2	145	12.8	4/1.4	70	127 M/6
1.4 Easy	259 900	6.2	145	12.8	4/1.4	70	127 M/6
1.4 Lounge	274 900	6.2	145	12.8	4/1.4	70	127 M/6
1.6 Multijet Lounge	319 900	4.5	117	11.3	4/1.6TD	77	320 M/6
1.4 T-Jet Trekking	324 400	7.0	163	11.0	4/1.4T	88	215 M/6



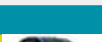
500X							
VERDICT Most middle-of-the-road Fiat yet							
500L	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.6 Pop Star	310 900	6.4	147	11.5	4/1.6	81	152 M/5
1.4T Cross	344 900	6.0	139	9.8	4/1.4T	103	230 M/6
1.4T Cross auto	359 900	5.7	133	9.8	4/1.4T	103	230 D/6
1.4T Cross Plus	379 900	6.0	139	9.8	4/1.4T	103	230 M/6
1.4T Cross Plus auto	394 900	5.7	133	9.8	4/1.4T	103	230 D/6



DOBLO PANORAMA							
VERDICT Family-friendly room with a view							
DOBLO PANORAMA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.6 Multijet Dynamic	323 490	5.5	145	13.4	4/1.6TD	77	290 M/6



FORD FIGO							
VERDICT Serious contender for best small car buy							
FIGO	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4 Ambiente	148 900	6.6	156	13.1	4/1.4	62	127 M/5



1.4 Trend	159 900	6.6	156	13.1	4/1.4	62	127 M/5
1.4TDCi Ambiente	157 900	5.3	139	15.8	4/1.4TD	51	160 M/5

IKON							
VERDICT Reasonably good car beneath a nondescript shell							
IKON	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.6 Ambiente	163 900	7.7	182	11.3	4/1.6	74	143 M/5



FIESTA							
VERDICT Fresh face, brilliant turbo three-pot. Winning							
FIESTA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4 Ambiente	198 900	5.7	130	12.2	4/1.4	71	128 M/5
1.4 Trend	204 900	5.7	130	12.2	4/1.4	71	128 M/5
1.0T Ambiente auto	204 900	4.9	114	10.8	3/1.0T	74	170 D/6
1.0T Trend	199 900	4.3	99	9.84	3/1.0T	92	170 M/5
1.0T Trend auto	215 900	4.9	114	10.8	3/1.0T	74	170 D/6
1.0T Titanium	225 900	4.3	99	9.4	3/1.0T	92	170 M/5
1.0T Titanium auto	235 900	4.9	114	10.8	3/1.0T	74	170 D/6
1.6TDCi Ambiente	214 900	3.6	95	11.7	4/1.6TD	70	200 M/5
1.6TDCi Trend	221 900	3.6	95	11.7	4/1.6TD	70	200 M/5
3-door ST	276 900	5.9	138	6.9	4/1.6T	134	290 M/6



B-MAX							
VERDICT Good: smart cabin, great to drive. Bad: van vibes							
FIESTA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.0T Ambiente	221 900	5.1	119	13.2	3/1.0T	74	170 M/5
1.0T Trend	246 900	4.9	114	11.2	3/1.0T	92	170 M/5
1.0T Titanium	271 900	4.9	114	11.2	3/1.0T	92	170 M/5



ECOSPORT							
VERDICT More than just a Fiesta on stilts							
ECOSPORT	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.5 Ambiente	213 900	6.5	154	11.6	4/1.5	82	138 M/5
1.0T Trend	249 900	5.7	131	12.7	3/1.0T	92	170 M/5
1.0T Titanium	270 900	5.7	131	12.09	3/1.0T	92	170 M/5
1.5TDCi Trend	253 900	4.5	125	14.5	4/1.5TD	66	205 M/5
1.5TDCi Titanium	274 900	4.5	125	14.5	4/1.5TD	66	205 M/5
1.5 Titanium auto	274 900	6.5	154	13.4	4/1.5	82	138 D/6



FOCUS							
VERDICT Updated face, still matches the Golf in most areas							
FOCUS	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
sedan							
1.0T Ambiente	217 900	5.0	116	11.1	3/1.0T	92	170 M/6
1.0T Trend	235 900	5.0	116	11.1	3/1.0T	92	170 M/6
1.5T Trend	271 900	5.6	128	8.7	4/1.5T	132	240 M/6
1.5T Trend auto	285 900	6.1	140	9.0	4/1.5T	132	240 A/6
hatch							
1.0T Ambiente	222 900	5.0	116	11.1	3/1.0T	92	170 M/6
1.0T Trend	240 900	5.0	116	11.1	3/1.0T	92	170 M/6
1.5T Trend	277 900	5.5	127	8.6	4/1.5T	132	240 M/6
1.5T Trend auto	290 900	6.1	140	8.9	4/1.5T	132	240 A/6
ST 1	381 900	6.8	159	6.5	4/2.0T	184	360 M/6
ST 3	421 900	6.8	159	6.5	4/2.0T	184	360 M/6



TOURNEO CONNECT							
VERDICT Great lifestyle van for more than just a Blue Oval fan							
TOURNEO CONNECT	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
Tourneo Connect							
1.0T Ambiente	273 900	5.6	129	n/a	3/1.0T	74	170 M/6
1.0T Trend	283 900	5.6	129	n/a	3/1.0T	74	170 M/6
Grand Tourneo Connect							
1.6T Titanium auto	363 900	8.0	184	n/a	4/1.6T	110	240 A/6
1.6TDCi Titanium	371 900	4.9	130	n/a	4/1.6TD	85	285 M/6



TOURNEO CUSTOM							
VERDICT Fun-to-drive 8-seater. The new bus to beat							
TOURNEO CUSTOM	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.2TDCi SWB Ambiente	443 900	6.5	172	n/a	4/2.2TD	74	310 M/6
2.2TDCi LWB Ambiente	449 900	6.5	172	n/a	4/2.2TD	74	310 M/6
2.2TDCi SWB Trend	464 900	6.5	172	n/a	4/2.2TD	92	350 M/6
2.2TDCi LWB Trend	469 900	6.5	172	n/a	4/2.2TD	92	350 M/6
2.2TDCi SWB Limited	510 900	6.5	172	n/a	4/2.2TD	114	385 M/6



2.2 XL	253 900	9.0	237	n/a	4/2.2TD	88	285 M/5
2.2 Hi-Rider XL	269 900	9.0	237	n/a	4/2.2TD	88	285 M/5
2.2 4x4 XL	321 900	9.6	253	n/a	4/2.2TD	88	285 M/5
2.2 Hi-Rider XLS	323 900	7.6	199	n/a	4/2.2TD	110	375 M/6
2.2 4x4 XL-Plus	352 900	8.2	215	n/a	4/2.2TD	110	375 M/6
2.2 4x4 XLS	380 900	8.2	215	n/a	4/2.2TD	110	375 M/6
3.2 Hi-Rider XLS	364 900	9.3	245	n/a	5/3.2TD	147	470 M/6
3.2 4x4 XLS	418 900	9.8	258	n/a	5/3.2TD	147	470 M/6

Super Cab							
2.5 Hi-Rider XL	277 900	10.9	259	n/a	4/2.5	122	226 M/5
2.2 Hi-Rider XL	319 900	7.7	202	n/a	4/2.2TD	110	375 M/6
3.2 Hi-Rider XLS	392 900	9.3	245	n/a	5/3.2TD	147	470 M/6
3.2 4x4 XLS	441 900	9.8	258	n/a	5/3.2TD	147	470 M/6
3.2 4x4 XLS auto	455 900	9.7	255	n/a	5/3.2TD	147	470 A/6

2.8 off-road Luxury	249 950	8.0	212	n/a	4/2.8TD	96	280	M/5
double cab								
2.8 off-road Comfort	294 950	8.3	219	13.5	4/2.8TD	120	360	M/5
2.8 off-road Luxury	314 950	8.3	219	13.5	4/2.8TD	120	360	M/5
2.8 4x4 Comfort	379 950	8.3	219	13.5	4/2.8TD	120	360	M/5
2.8 4x4 Luxury	399 950	8.3	219	13.5	4/2.8TD	120	360	M/5

GEELY

LC								
VERDICT Attractively priced Botox disaster								
LC	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.0 GC2 GS	92 990	6.2	140	n/a	3/1.0	50	88	M/5
1.3 GL	99 990	6.9	164	14.0	4/1.3	63	110	M/5

LC CROSS								
VERDICT Just like an LC, but less happy								
LC CROSS	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.3 GL	109 990	6.9	164	14.0	4/1.3	63	110	M/5
1.5 GX2 GL	112 900	7.3	169	n/a	4/1.5	75	136	M/5

MK								
VERDICT Bargain motoring								
MK	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
hatch 1.5 GL	99 990	7.7	178	n/a	4/1.5	69	128	M/5
sedan 1.5 GL	104 990	7.7	178	n/a	4/1.5	69	128	M/5

EMGRAND 7								
VERDICT A cheaper sedan for the family man								
EMGRAND 7	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.8 GL Luxury	164 990	7.6	180	10.9	4/1.8	102	172	M/5
1.8 GT Executive	174 990	7.6	180	10.9	4/1.8	102	172	M/5

GWM

C30								
VERDICT Generic, inoffensive and decent value								
C30	PRICE	L/100	CO ₂	0-100	CYL/CC	KW	NM	GEAR
1.5 Comfort	159 900	7.3	174	n/a	4/1.5	71	138	M/5

C20R								
VERDICT C10 in city expedition gear								
C20R	PRICE	L/100	CO ₂	0-100	CYL/CC	KW	NM	GEAR
1.5	164 900	7.7	179	12.63	4/1.5	77	138	M/5

M4								
VERDICT More sophisticated, chunkier ghost of Florid Cross								
M4	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.5	189 900	7.2	172	n/a	4/1.5	71	138	M/5

STEED 5								
VERDICT One of the better Chinese bakkies								

STEED 5	PRICE	L/100	CO ₂	0-100	CYL/CC	KW	NM	GEAR
2.2L Workhorse	159 900	9.7	229	n/a	4/2.2	78	190	M/5
2.4L Lux	189 900	10.7	251	n/a	4/2.4	100	200	M/5
2.4L 4x4 Lux	219 900	10.7	251	n/a	4/2.4	100	200	M/5
2.0WGT	199 900	8.1	214	n/a	4/2.0TD	78	225	M/5
2.0VGT Lux	229 900	8.3	220	n/a	4/2.0TD	110	310	M/6
2.0VGT 4x4 Lux	259 900	8.3	220	n/a	4/2.0TD	110	310	M/6
double cab								
2.2L Lux	184 900	10.2	240	n/a	4/2.2	78	190	M/5
2.0WGT SX	229 900	9.3	245	n/a	4/2.0TD	78	225	M/5
2.4L Lux	214 900	10.7	251	n/a	4/2.4	100	200	M/5
2.4L 4x4 Lux	239 900	10.7	251	n/a	4/2.4	100	200	M/5
2.0VGT Lux	259 900	8.3	220	n/a	4/2.0TD	110	310	M/6
2.0VGT 4x4 Lux	289 900	8.3	220	n/a	4/2.0TD	110	310	M/6

C50T								
VERDICT Pricey, turbocharged Chinese Corolla								
C50T	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.5T Lux	209 900	7.4	173	10.0	4/1.5T	98	188	M/5
1.5T Elite	219 900	7.4	173	10.0	4/1.5T	98	188	M/5

STEED 5E								
VERDICT Improves with each new iteration								
STEED 5E	PRICE	L/100	CO ₂	0-100	CYL/CC	KW	NM	GEAR
double cab								
2.4 SX	239 900	10.7	251	n/a	4/2.4	93	200	M/5
2.4 Xscape	256 900	10.7	251	n/a	4/2.4	93	200	M/5
2.0VGT SX	269 900	8.3	220	n/a	4/2.0TD	105	305	M/6
2.0VGT Xscape	289 900	8.3	220	n/a	4/2.0TD	105	305	M/6

H5								
VERDICT Facelifted Hover gaining traction for the brand								
H5	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.4 City	244 900	10.3	242	n/a	4/2.4	100	200	M/5
2.4 Lux	249 900	10.3	242	n/a	4/2.4	100	200	M/5
2.4 Lux 4x4	269 900	10.3	242	n/a	4/2.4	100	200	M/5
2.0VGT Lux	284 900	7.6	199	n/a	4/2.0TD	110	310	M/6
2.0VGT Lux auto	319 900	9.2	240	n/a	4/2.0TD	110	310	A/5
2.0VGT Lux 4x4	319 900	7.6	199	n/a	4/2.0TD	110	310	M/6
2.0VGT Lux 4x4 auto	339 900	9.2	240	n/a	4/2.0TD	110	310	A/5

H6								
VERDICT Takes Chinese crossovers to the next level								
H6	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.5T City	259 900	8.5	200	n/a	4/1.5T	105	210	M/6
1.5T Lux	279 900	8.5	200	n/a	4/1.5T	105	210	M/6
2.0TCL Lux	349 900	6.7	175	n/a	4/2.0TD	105	310	M/6

STEED 6								
VERDICT Steed gets dressed up for the rodeo								
STEED 6	PRICE	L/100	CO ₂	0-100	CYL/CC	KW	NM	GEAR
double cab								
2.0VGT SX	299 900	8.3	220	n/a	4/2.0TD	105	305	M/6
2.0VGT Xscape	329 900	8.3	220	n/a	4/2.0TD	105	305	M/6

HONDA

BRIO								
VERDICT Spirited tot is a surprisingly competent newcomer								
BRIO	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
hatch								
1.2 Trend	134 800	5.6	133	12.2	4/1.2	65	109	M/5
1.2 Comfort	148 000	5.6	133	11.56	4/1.2	65	109	M/5
1.2 Comfort auto	161 000	6.3	150	14.7	4/1.2	65	109	A/5
Amaze sedan								
1.2 Trend	147 200	6.1	147	12.4	4/1.2	65	109	M/5
1.2 Comfort	157 700	6.1	147	12.4	4/1.2	65	109	M/5
1.2 Comfort auto	170 700	6.9	167	15.7	4/1.2	65	109	A/5

MOBILIO								
VERDICT A Brio for (much) larger families								
MOBILIO	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.5 Trend	188 000	6.1	147	10.8	4/1.5	88	145	M/5
1.5 Comfort	207 900	6.1	147	10.8	4/1.5	88	145	M/5
1.5 Comfort auto	224 300	6.0	144	11.3	4/1.5	88	145	C/V

JAZZ								
VERDICT Does nothing better than well-liked predecessor								
JAZZ	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.2 Trend	185 300	5.6	135	13.5	4/1.2	66	110	M/5
1.2 Comfort	211 000	5.6	135	13.6	4/1.2	66	110	M/5
1.2 Comfort auto	228 500	5.6	136	14.3	4/1.2	66	110	C/V
1.5 Elegance	241 900	6.0	143	9.9	4/1.5	88	145	M/5
1.5 Elegance auto	256 900	5.8	140	10.6	4/1.5	88	145	C/V
1.5 Dynamic	257 300	6.0	143	10.49	4/1.5	88	145	M/5
1.5 Dynamic auto	272 300	5.8	140	10.7	4/1.5	88	145	C/V

BALLADE								
VERDICT Greatly improved, but the badge still beats the car								
BALLADE	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.5 Trend	208 900	5.9	140	9.6	4/1.5	88	145	M/5
1.5 Trend auto	223 900	5.8	137	11.1	4/1.5	88	145	C/V
1.5 Elegance	237 100	5.9	140	9.6	4/1.5	88	145	M/5
1.5 Elegance auto	252 100	5.8	137	11.1	4/1.5	88	145	C/V

CIVIC								
VERDICT Distinctive and goes well, but not outstandingly so								
CIVIC	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
sedan								
1.8 Elegance	311 600	6.7	160	8.6	4/1.8	104	174	M/5
1.8 Elegance auto	326 600	6.6	157	10.5	4/1.8	104	174	A/5
1.8 Executive	323 500	6.7	160	8.8	4/1.8	104	174	M/5
1.8 Executive auto	338 500	6.6	157	10.5	4/1.8	104	174	A/5

114 THE GOOD, THE BAD & THE UGLY

ACCENT									
VERDICT For the small sedan buyer, this is money well spent									
ACCENT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
sedan 1.6 Motion	212 900	6.1	145	10.2	4/1.6	91	156	M/6	
sedan 1.6 Fluid	229 900	6.1	145	10.2	4/1.6	91	156	M/6	
sedan 1.6 Fluid auto	239 900	6.4	151	11.4	4/1.6	91	156	A/4	
hatch 1.6 Fluid	239 900	6.4	152	10.2	4/1.6	91	156	M/6	
hatch 1.6 Fluid auto	249 900	6.8	161	11.4	4/1.6	91	156	A/4	



ELANTRA									
VERDICT Leapfrogs the opposition, doesn't break the bank									
ELANTRA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
1.6 Premium	267 900	6.4	152	10.1	4/1.6	96	157	M/6	
1.6 Premium auto	282 900	6.9	163	11.6	4/1.6	96	157	A/6	



i30									
VERDICT Korea hits the Golf-class A-list									
i30	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
1.6 Premium	287 900	6.4	152	10.5	4/1.6	95	157	M/6	
1.6 Premium auto	307 900	6.8	173	11.5	4/1.6	95	157	A/6	
1.8 Executive	307 900	6.5	157	9.7	4/1.8	110	178	M/6	



VELOSTER									
VERDICT Oddly attractive 2+1 door coupe hatch									
VELOSTER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
1.6 Executive	299 900	6.8	163	9.7	4/1.6	103	167	M/6	
1.6 Executive auto	319 900	6.8	161	10.3	4/1.6	103	167	D/6	
Turbo Elite	379 900	7.2	171	7.8	4/1.6T	150	265	M/6	
Turbo Elite auto	399 900	6.9	165	7.3	4/1.6T	150	265	D/7	



ix35									
VERDICT Very popular for good reason									
ix35	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
2.0 Premium	340 900	8.5	201	10.7	4/2.0	116	192	M/6	
2.0 Premium Special Edition	360 900	8.5	201	10.7	4/2.0	116	192	M/6	
2.0 Premium auto	355 900	8.9	207	11.5	4/2.0	116	192	A/6	
2.0 Premium auto Special Edition	375 900	8.9	207	11.5	4/2.0	116	192	A/6	
1.7CRDi Premium	365 900	5.3	139	12.4	4/1.7TD	85	260	M/6	
1.7CRDi Premium Special Edition	385 900	5.3	139	12.4	4/1.7TD	85	260	M/6	
2.0 Executive	380 900	8.5	204	10.7	4/2.0	116	192	M/6	
2.0 Executive Special Edition	395 900	8.5	204	10.7	4/2.0	116	192	M/6	
2.0 Elite	405 900	8.8	200	11.5	4/2.0	116	192	A/6	
2.0 Elite Special Edition	420 900	8.8	200	11.5	4/2.0	116	192	A/6	
2.0CRDi Elite	435 900	6.5	170	9.4	4/2.0TD	130	383	M/6	
2.0CRDi Elite Special Edition	455 900	6.5	170	9.4	4/2.0TD	130	383	M/6	
2.0CRDi 4WD Elite	495 900	7.2	190	9.8	4/2.0TD	130	392	A/6	
2.0CRDi 4WD Elite Special Edition	515 900	7.2	190	9.8	4/2.0TD	130	392	A/6	



H-1									
VERDICT Nine seats and still room for the luggage									
H-1	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
2.4 GLS	441 900	10.2	241	13.11	4/2.4	126	224	M/5	
2.5CRDi GLS	521 900	9.8	260	14.5	4/2.5TD	120	392	A/5	



SANTA FE									
VERDICT Impressive and attractive but only in diesel									
SANTA FE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
2.2CRDi Premium	565 900	8.0	187	9.8	4/2.2TD	145	436	A/6	
2.2CRDi 4WD Elite	645 900	8.3	194	10.0	4/2.2TD	145	436	A/6	



INFINITI									
Q50									
VERDICT Clever, great value, but softer 3 Series alternative									
Q50	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
2.2d	420 000	4.8	125	8.7	4/2.2TD	125	400	M/6	
2.2d Premium	459 700	5.0	133	8.5	4/2.2TD	125	400	A/7	
2.2d Sport	489 900	5.0	133	8.5	4/2.2TD	125	400	A/7	
2.0T Premium	450 500	7.0	162	7.2	4/2.0T	155	350	A/7	
2.0T Sport	480 700	7.0	162	7.2	4/2.0T	155	350	A/7	
S Hybrid	609 900	6.8	159	5.1	V6/3.5e 261e 536e	D/7			
S Hybrid AWD	634 900	7.2	169	5.4	V6/3.5e 261e 536e	D/7			



QX50									
VERDICT Swoopily styled crossover, loaded with kit									
QX50	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
3.0d	596 949	8.5	224	7.9	V6/3.0TD	175	550	A/7	
3.0d GT	637 824	8.5	224	7.9	V6/3.0TD	175	550	A/7	
3.0d GT Premium	679 230	8.5	224	8.42	V6/3.0TD	175	550	A/7	
3.7 GT	629 070	12.2	288	6.4	V6/3.7	235	360	A/7	
3.7 GT Premium	670 476	12.2	288	6.4	V6/3.7	235	360	A/7	



Q60									
VERDICT 370Z's more genteel cousin									
Q60	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
coupe 3.7 GT	618 687	11.4	268	5.9	V6/3.7	235	360	A/7	
coupe 3.7 S	641 270	11.4	268	5.9	V6/3.7	235	360	A/7	
coupe 3.7 S Premium	674 569	11.4	268	5.9	V6/3.7	235	360	A/7	
cabrio 3.7 GT Premium	701 687	11.4	268	6.4	V6/3.7	235	360	A/7	



Q70									
VERDICT 'Interestingly' styled, superbly built 5 Series rival									
Q70	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
3.7 GT	651 154	10.2	235	6.2	V6/3.7	235	360	A/7	
3.7 GT Premium	708 205	10.2	235	6.2	V6/3.7	235	360	A/7	
3.7 S Premium	732 426	10.2	235	6.2	V6/3.7	235	360	A/7	
3.0d GT	672 539	7.5	199	6.9	V6/3.0TD	175	550	A/7	
3.0d GT Premium	729 590	7.5	199	6.9	V6/3.0TD	175	550	A/7	
3.0d S	696 759	7.5	199	6.9	V6/3.0TD	175	550	A/7	
3.0d S Premium	753 810	7.5	199	6.9	V6/3.0TD	175	550	A/7	



QX70									
VERDICT Hollywood SUV is a great X5 rival									
QX70	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
3.7 GT	734 000	12.3	291	6.8	V6/3.7	235	360	A/7	
3.7 GT Premium	794 000	12.3	291	6.8	V6/3.7	235	360	A/7	
3.7 S	779 000	12.3	291	6.8	V6/3.7	235	360	A/7	
3.7 S Premium	839 000	12.3	291	6.8	V6/3.7	235	360	A/7	
3.7 S Black	852 500	12.3	291	6.8	V6/3.7	235	360	A/7	
3.0d GT	765 500	9.0	238	8.3	V6/3.0TD	175	550	A/7	
3.0d GT Premium	816 500	9.0	238	8.3	V6/3.0TD	175	550	A/7	
3.0d S	801 500	9.0	238	8.3	V6/3.0TD	175	550	A/7	
3.0d S Premium	861 500	9.0	238	8.3	V6/3.0TD	175	550	A/7	
3.0d S Black	875 000	9.0	238	8.3	V6/3.0TD	175	550	A/7	
5.0 S Premium	935 000	13.1	312	6.02	V8/5.0	287	500	A/7	



QX80									
VERDICT Glitzy, but desert-friendly mobile apartment									
QX80	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
5.6	1 265 000	14.8	350	7.5	V8/5.6	298	560	A/7	



ISUZU									
KB									
VERDICT Capable and well priced.									
KB	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
250	219 000	7.9	208	n/a	4/2.5TD	58	170	M/5	
250 Fleetside	241 500	7.9	208	n/a	4/2.5TD	58	170	M/5	
250D-Teq Fleetside	268 200	7.7	203	n/a	4/2.5TD	85	280	M/5	
250D-Teq LE	301 500	7.7	203	n/a	4/2.5TD	85	280	M/5	
250D-Teq 4x4 LE	354 400	7.9	208	n/a	4/2.5TD	85	280	M/5	
300D-Teq LX	347 400	7.8	204	n/a	4/3.0TD	130	380	M/5	
300D-Teq 4x4 LX	402 900	7.9	209	n/a	4/3.0TD	130	380	M/5	
Extended Cab									
250D-Teq LE	327 800	7.7	203	n/a	4/2.5TD	85	280	M/5	
300D-Teq LX	391 600	7.8	204	n/a	4/3.0TD	130	380	M/5	
300D-Teq LX auto	405 100	7.7	204	n/a	4/3.0TD	130	380	A/5	
300D-Teq 4x4 LX	449 200	7.9	209	n/a	4/3.0TD	130	380	M/5	
double cab									
250D-Teq LE	401 500	7.7	203	n/a	4/2.5TD	85	280	M/5	
250D-Teq 4x4 LE	424 400	7.9	208	n/a	4/2.5TD	85	280	M/5	
300D-Teq LX	445 700	7.8	204	n/a	4/3.0TD	130	380	M/5	
300D-Teq LX auto	460 300	7.7	204	n/a	4/3.0TD	130	380	A/5	

PATRIOT**VERDICT** | Jeep Lite for the boys

PATRIOT	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.4L Limited	376 990	8.5	196	10.7	4/2.4	125	220	M/5
2.4L Limited auto	391 990	9.0	208	n/a	4/2.4	125	220	A/6

WRANGLER**VERDICT** | Still a Wrangler, but now with fewer bad bits

WRANGLER	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
Wrangler								
3.6L Sahara	484 990	11.0	256	8.1	V6/3.6	209	347	A/5
3.6L Rubicon	509 990	11.4	266	8.1	V6/3.6	209	347	M/6

Wrangler Unlimited

3.6L Sahara	529 990	11.7	273	8.9	V6/3.6	209	347	A/5
3.6L Altitude	542 990	11.7	273	8.9	V6/3.6	209	347	A/5
3.6L Rubicon	554 990	11.9	276	8.9	V6/3.6	209	347	A/5
3.6L Rubicon X	579 990	11.9	276	8.9	V6/3.6	209	347	A/5
2.8CRD Sahara	589 990	8.3	217	10.7	4/2.8TD	147	460	A/5

CHEROKEE**VERDICT** | Sophisticated, refined and boldly packaged

CHEROKEE	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.4L Longitude	512 990	8.3	193	11.43	4/2.4	130	229	A/9
3.2L Limited	553 990	9.5	221	8.1	V6/3.2	200	315	A/9
3.2L 4x4 Limited	603 990	10.0	232	8.1	V6/3.2	200	315	A/9
3.2L 4x4 Trailhawk	654 990	10.0	232	8.4	V6/3.2	200	315	A/9

GRAND CHEROKEE**VERDICT** | Closes the chasm to European rivals

GRAND CHEROKEE	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
3.6L Limited	724 990	10.4	244	8.3	V6/3.6	210	347	A/8
3.6L Overland	799 990	10.4	244	8.3	V6/3.6	210	347	A/8
3.6L Summit	891 990	10.4	244	8.3	V6/3.6	210	347	A/8
3.0CRD Limited	829 990	7.5	198	8.2	V6/3.0TD	179	569	A/8
3.0CRD Overland	899 990	7.5	198	8.2	V6/3.0TD	179	569	A/8
3.0CRD Summit	999 990	7.5	198	8.2	V6/3.0TD	179	569	A/8
5.7L Overland	835 990	13.0	304	7.3	V8/5.7	259	520	A/8
SRT	1 099 990	14.0	327	5.0	V8/6.4	344	624	A/8

JMC**BOARDING****VERDICT** | Another weirdly-named cheap Chinese KB clone

BOARDING	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.8TD	154 880	8.0	208	n/a	4/2.8TD	84	235	M/5
2.8TD Lux	164 880	8.0	208	n/a	4/2.8TD	84	235	M/5
2.8TD 4x4 Lux	169 880	8.0	208	n/a	4/2.8TD	84	235	M/5
2.8TD double cab Lux	171 880	8.7	225	n/a	4/2.8TD	84	235	M/5
2.8TD double cab 4x4 Lux	184 880	8.7	225	n/a	4/2.8TD	84	235	M/5

VIGUS**VERDICT** | Costlier, but better than Boarding in every way

VIGUS	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
double cab								
2.4 LX	249 990	10.2	242	n/a	4/2.4	95	201	M/5
2.4 SLX	279 990	10.2	242	n/a	4/2.4	95	201	M/5
2.4 4x4 LX	315 990	10.7	254	n/a	4/2.4	95	201	M/5

2.4TDCi LX

2.4TDCi LX	279 990	8.0	213	n/a	4/2.4TD	88	290	M/5
2.4TDCi SLX	309 990	8.0	213	n/a	4/2.4TD	88	290	M/5
2.4TDCi 4WD LX	345 990	8.2	218	n/a	4/2.4TD	88	290	M/5
2.4TDCi 4WD SLX	375 990	8.2	218	n/a	4/2.4TD	88	290	M/5

LANDWIND**VERDICT** | Looks good on screen, but we're yet to drive one

LANDWIND	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.0T Lux	269 880	8.5	201	11.0	4/2.0T	140	250	A/6

KIA**PICANTO****VERDICT** | Blink-and-you'll-miss-it tweak. Still a brilliant car

PICANTO	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.0 LX	139 995	4.9	117	14.3	3/1.0	51	94	M/5
1.0 LX auto	152 995	5.6	132	n/a	3/1.0	51	94	A/4
1.2 EX	152 995	5.0	119	11.67	4/1.2	65	120	M/5
1.2 EX auto	165 995	6.0	144	n/a	4/1.2	65	120	A/4

RIO**VERDICT** | New bumpers, old engines for popular hatch

RIO	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
hatch								
1.2	183 995	5.4	129	13.1	4/1.2	65	120	M/5
1.4	207 995	6.4	151	11.5	4/1.4	79	135	M/6
1.4 auto	220 995	7.0	165	13.2	4/1.4	79	135	A/4
1.4 Tec	220 995	6.4	151	11.5	4/1.4	79	135	M/6
1.4 Tec auto	233 995	7.0	165	13.2	4/1.4	79	135	A/4

sedan

1.2	183 995	5.4	129	13.1	4/1.2	65	120	M/5
1.4	207 995	6.4	151	11.5	4/1.4	79	135	M/6
1.4 auto	220 995	7.0	165	13.2	4/1.4	79	135	A/4
1.4 Tec	220 995	6.4	151	11.5	4/1.4	79	135	M/6
1.4 Tec auto	233 995	7.0	165	13.2	4/1.4	79	135	A/4

SOUL**VERDICT** | Second-gen now an even funkier urban statement

SOUL	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
1.6 Start	254 995	7.9	188	11.53	4/1.6	91	152	M/6
1.6 Start auto	267 995	7.5	178	12.5	4/1.6	91	152	A/6
2.0 Street	289 995	7.5	178	10.4	4/2.0	116	192	M/6
2.0 Smart auto	330 995	7.9	187	10.2	4/2.0	116	192	A/6
1.6D Street	314 995	5.2	137	10.8	4/1.6TD	94	260	M/6
1.6D Smart auto	358 995	6.2	164	12.2	4/1.6TD	94	260	A/6

CERATO**VERDICT** | Serious in-house competition for Elantra

CERATO	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
hatch								
1.6 EX	264 995	6.5	154	10.1	4/1.6	95	157	M/6
1.6 EX auto	277 995	6.8	160	11.6	4/1.6	95	157	A/6
2.0 EX	296 995	6.9	164	8.5	4/2.0	118	194	M/6
2.0 EX auto	309 995	7.2	170	9.3	4/2.0	118	194	A/6
2.0 SX	326 995	6.9	164	8.5	4/2.0	118	194	M/6
2.0 SX auto	339 995	7.2	170	9.3	4/2.0	118	194	A/6
sedan								
1.6 EX	264 995	6.5	154	10.1	4/1.6	95	157	M/6
1.6 EX auto	277 995	6.8	160	11.6	4/1.6	95	157	A/6
2.0 EX	296 995	6.9	164	8.5	4/2.0	118	194	M/6
2.0 EX auto	309 995	7.2	170	9.3	4/2.0	118	194	A/6
2.0 SX	326 995	6.9	164	8.5	4/2.0	118	194	M/6
2.0 SX auto	339 995	7.2	170	9.3	4/2.0	118	194	A/6

Koup

1.6T	353 995	7.2	170	7.7	4/1.6T	152	265	M/6
1.6T auto	366 995	7.9	187	7.4	4/1.6T	152	265	A/6

SPORTAGE**VERDICT** | Takes Sport Utility into the new age

SPORTAGE	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.0 Ignite	346 995	8.7	207	10.7	4/2.0	116	192	M/6
2.0	376 995	8.7	207	10.7	4/2.0	116	192	M/6
2.0 auto	389 995	8.9	213	11.5	4/2.0	116	192	A/6
2.0CRDi	406 995	6.7	175	9.4	4/2.0TD	130	382	M/6
2.0CRDi auto	419 995	7.3	192	9.6	4/2.0TD	130	392	A/6
2.0CRDi Tec auto	438 995	7.3	192	9.6	4/2.0TD	130	392	A/6
2.0 AWD	411 995	8.7	207	11.3	4/2.0	116	192	M/6
2.0 AWD auto	424 995	8.9	213	11.7	4/2.0	116	192	A/6
2.0CRDi AWD	441 995	6.7	175	9.8	4/2.0TD	130	382	M/6
2.0CRDi AWD auto	454 995	7.3	192	9.8	4/2.0TD	130	392	A/6
2.0CRDi AWD Tec auto	473 995	7.3	192	9.8	4/2.0TD	130	392	A/6
2.0CRDi AWD Explore	495 995	7.3	192	9.8	4/2.0TD	130	392	A/6

SORENTO**VERDICT** | Lots of car for lots of money

SORENTO	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.4 LS	379 995	9.2	220	10.5	4/2.4	127	225	M/6
2.2CRDi LX	499 995	6.7	174	9.3	4/2.2TD	147	440	A/6
2.2CRDi AWD EX	599 995	6.7	174	9.3	4/2.2TD	147	440	A/6
2.2CRDi AWD SX	634 995	6.8	177	9.6	4/2.2TD	147	440	A/6

GRAND SEDONA**VERDICT** | Looks grand, is grand, costs grand

GRAND SEDONA	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.2CRDi EX	499 995	8.0	208	13.6	4/2.2TD	147	440	A/6
2.2CRDi EX 11-seat	515 995	8.0	208	13.6	4/2.2TD	147	440	A/6
2.2CRDi SX	625 995	8.0	208	13.6	4/2.2TD	147	440	A/6
2.2CRDi SXL	669 995	8.0	208	13.6	4/2.2TD	147	440	A/6
3.3 V6 SX	605 995	10.9	260	8.6	V6/3.3	199	318	A/6
3.3 V6 SXL	649 995	10.9	260	8.6	V6/3.3	199	318	A/6

LAMBORGHINI**HURACÁN****VERDICT** | Blows the aging Gallardo into the history books

HURACÁN	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
LP610-4	4 795 000	12.5	290	3.2	V10/5.2	449	560	D/7

AVENTADOR**VERDICT** | Less scare, more dramatic flair

AVENTADOR	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
LP700-4 coupé	7 195 000	16.0	370	2.9	V12/6.5	515	690	S/7
LP700-4 Roadster	7 545 000	16.0	370	3.0	V12/6.5	515	690	S/7

116 THE GOOD, THE BAD & THE UGLY

coupé									
SD4 HSE Dynamic	815 212	6.2	163	8.5	4/2.2TD	140	420	A/9	
SI4 HSE Dynamic	844 790	8.3	193	7.6	4/2.0T	177	340	A/9	
DISCOVERY									
VERDICT All the tools you need to go discover									
DISCOVERY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
TDV6 XS	731 386	8.8	230	10.4	V6/3.0TD	155	520	A/8	
SDV6 S	874 886	8.8	230	9.3	V6/3.0TD	188	600	A/8	
SCV6 SE	928 529	12.2	285	8.1	V6/3.0S	250	450	A/8	
SDV6 SE	929 286	8.8	230	9.3	V6/3.0TD	188	600	A/8	
SCV6 HSE	1 024 429	12.2	285	8.1	V6/3.0S	250	450	A/8	
SDV6 HSE	1 025 286	8.8	230	9.3	V6/3.0TD	188	600	A/8	
RANGE ROVER SPORT									
VERDICT Sharper, lighter faster. Sport means business									
RANGE ROVER SPORT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
SCV6 S	983 074	11.3	264	7.2	V6/3.0S	250	450	A/8	
TDV6 S	1 007 631	7.9	209	7.2	V6/3.0TD	183	600	A/8	
SCV6 SE	1 080 774	11.3	264	7.2	V6/3.0S	250	450	A/8	
SDV6 SE	1 167 031	7.9	209	7.2	V6/3.0TD	215	600	A/8	
SCV6 HSE	1 279 774	11.3	264	7.2	V6/3.0S	250	450	A/8	
SDV6 HSE	1 394 531	7.9	209	7.2	V6/3.0TD	215	600	A/8	
SCV6 HST	1 393 074	11.3	264	7.1	V6/3.0S	280	450	A/8	
Supercharged HSE Dynamic	1 521 023	13.8	321	5.37	V8/5.0S	375	625	A/8	
SDV8 HSE Dynamic	1 531 383	8.7	229	6.9	V8/4.4TD	250	740	A/8	
Supercharged Autobiography Dynamic	1 664 323	13.8	321	5.3	V8/5.0S	375	625	A/8	
SDV8 Autobiography Dynamic	1 675 283	8.7	229	6.9	V8/4.4TD	250	740	A/8	
SVR	1 923 125	13.8	322	4.7	V8/5.0S	405	680	A/8	
RANGE ROVER									
VERDICT The default luxury SUV massively improved									
RANGE ROVER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
Range Rover									
TDV6 Vogue	1 572 578	8.6	227	7.9	V6/3.0TD	190	600	A/8	
SDV8 Vogue SE	1 879 483	8.7	229	6.9	V8/4.4TD	250	740	A/8	
Supercharged Vogue SE	1 936 525	13.8	322	5.4	V8/5.0S	375	625	A/8	
SDV8 Autobiography	2 113 483	8.7	229	6.9	V8/4.4TD	250	740	A/8	
Supercharged Autobiography	2 170 325	13.8	322	5.4	V8/5.0S	375	625	A/8	
Range Rover L									
L SDV8 Autobiography	2 202 283	8.7	229	7.0	V8/4.4TD	250	740	A/8	
L Supercharged Autobiography	2 259 125	13.8	322	5.8	V8/5.0S	375	625	A/8	
L SDV8 SVAutobiography	3 038 483	8.7	229	7.0	V8/4.4TD	250	740	A/8	
L Supercharged SVAutobiography	3 181 225	13.8	322	5.7	V8/5.0S	405	680	A/8	
LEXUS									
CT									
VERDICT Posh Prius is a decent sports hatch...for a hybrid									
CT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
200h E	434 800	4.1	95	10.3	4/1.8e	100e142+e	C/V		
ES									
VERDICT New-age Camry with all the trimmings									
ES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
250 EX	478 900	8.0	188	10.05	4/2.5	135	235	A/6	
300h EX	565 700	5.5	130	8.5	4/2.5e	151e213+e	C/V		
IS									
VERDICT Sportier, edgier and closer to the benchmark									
IS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
350 E	527 900	9.7	225	5.9	V6/3.5	228	375	A/8	
350 EX	580 700	9.7	225	5.9	V6/3.5	228	375	A/8	
350 F-Sport	627 300	9.7	225	6.65	V6/3.5	228	375	A/8	
NX									
VERDICT Lexus gets all its angles right									
NX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
200t E	539 900	7.9	184	7.1	4/2.0T	175	350	A/6	
200t EX	579 900	7.9	184	7.1	4/2.0T	175	350	A/6	
200t F-Sport	659 900	7.9	184	7.61	4/2.0T	175	350	A/6	
300h EX	633 000	6.0	140	9.2	4/2.5e	145e210+e	C/V		

GS									
VERDICT New breed of sportier Lexus retains old qualities									
GS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
350 EX	679 600	10.0	232	6.0	V6/3.5	233	378	A/8	
350 F-Sport	746 300	10.0	232	6.0	V6/3.5	233	378	A/8	
450h SE	943 000	6.3	147	5.9	V6/3.5e	254e352+e	C/V		
RC									
VERDICT									
RC	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
350 F-Sport	730 900	9.4	217	6.3	V6/3.5	233	378	A/8	
RX									
VERDICT Jostles for top honours in a talented market									
RX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
350 EX	734 100	10.6	250	8.0	V6/3.5	204	346	A/6	
450h SE	932 600	6.3	148	7.8	V6/3.5e	220e317+e	C/V		
LX									
VERDICT Queen Mary II, eat your heart out									
LX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
570 SE	1 364 400	14.8	350	7.5	V8/5.7	270	530	A/6	
LS									
VERDICT Credible alternative to the Germans									
LS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
460	1 424 900	10.7	249	5.7	V8/4.6	285	493	A/8	
MAHINDRA									
BOLERO									
VERDICT For those who have a passion for Indian motoring									
BOLERO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
2.5Di Maxitruck Plus	127 995	7.0	n/a	n/a	4/2.5TD	46	195	M/5	
2.5TD Loader	149 995	9.5	251	n/a	4/2.5TD	74	238	M/5	
2.5TD	162 995	9.5	251	n/a	4/2.5TD	74	238	M/5	
2.5TD 4x4	194 995	9.5	251	n/a	4/2.5TD	74	238	M/5	
2.5TD double cab	185 995	9.5	251	n/a	4/2.5TD	74	235	M/5	
2.5TD double cab 4x4	214 995	9.5	251	n/a	4/2.5TD	74	235	M/5	
GENIO									
VERDICT It's a Xylo bakkie. What more can we say?									
GENIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
2.2CRDe	184 995	7.9	210	n/a	4/2.2TD	89	290	M/5	
2.2CRDe Plus	209 995	7.9	210	n/a	4/2.2TD	88	290	M/5	
2.2CRDe double cab	219 995	7.9	210	n/a	4/2.2TD	89	290	M/5	
QUANTO									
VERDICT Tell me quanto, quanto, quantoooooo...									
QUANTO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
2.2CRDe	221 995	7.6	200	n/a	4/2.2TD	89	290	M/5	
XYLO									
VERDICT Mahindra resurrects the Toyota Condor									
XYLO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
2.2CRDe E2	229 995	7.6	200	n/a	4/2.2TD	89	290	M/5	
2.2CRDe E8	254 995	7.6	200	n/a	4/2.2TD	89	290	M/5	
SCORPIO									
VERDICT Priced to please, styled not to									
SCORPIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
Pik-Up									
2.5TCI Loader	169 995	9.9	260	n/a	4/2.5TD	74	258	M/5	
2.5TCI	190 995	9.9	260	n/a	4/2.5TD	74	258	M/5	
2.5TCI 4x4	234 995	9.9	260	n/a	4/2.5TD	74	258	M/5	
2.2CRDe	199 995	8.8	233	n/a	4/2.2TD	89	290	M/5	
2.2CRDe Adventure	232 995	8.8	233	n/a	4/2.2TD	89	290	M/5	
2.2CRDe 4x4	253 995	8.8	233	n/a	4/2.2TD	89	290	M/5	
2.2CRDe 4x4 Adventure	286 995	8.8	233	n/a	4/2.2TD	89	290	M/5	
Pik-Up double cab									
2.5TCI	233 995	9.9	260	n/a	4/2.5TD	74	258	M/5	
2.5TCI 4x4	261 995	9.9	260	n/a	4/2.5TD	74	258	M/5	

2.2CRDe	254 995	8.8	233	n/a	4/2.2TD	89	290	M/5	
2.2CRDe Adventure	287 995	8.8	233	n/a	4/2.2TD	89	290	M/5	
2.2CRDe 4x4	281 995	8.8	233	n/a	4/2.2TD	89	290	M/5	
2.2CRDe 4x4 Adventure	311 995	8.8	233	n/a	4/2.2TD	89	290	M/5	
SUV									
2.2CRDe VLX	249 995	8.8	233	n/a	4/2.2TD	89	290	M/5	
2.2CRDe VLX Adventure	275 995	8.8	233	n/a	4/2.2TD	89	290	M/5	
2.2CRDe 4x4 VLX	289 995	8.8	233	n/a	4/2.2TD	89	290	M/5	
2.2CRDe 4x4 VLX Adventure	315 995	8.8	233	n/a	4/2.2TD	89	290	M/5	
XUV500									
VERDICT The first truly worthwhile Mahindra									
XUV500	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR	
2.2CRDe W4	259 995	7.1	180	n/a	4/2.2TD	103	330	M/6	

1.6 Dynamic	253 100	6.2	147	n/a	4/1.6	77	144	M/5
1.6 Dynamic auto	263 600	6.9	164	n/a	4/1.6	77	144	A/4
2.0 Individual	293 600	6.2	146	8.8	4/2.0	121	210	M/6
2.0 Individual auto	304 100	5.9	140	n/a	4/2.0	121	210	A/6
2.0 Astina	330 800	5.9	140	10.3	4/2.0	121	210	A/6

sedan

1.6 Original	232 900	6.0	142	n/a	4/1.6	77	144	M/5
1.6 Active	242 900	6.0	142	n/a	4/1.6	77	144	M/5
1.6 Dynamic	253 100	6.0	142	13.21	4/1.6	77	144	M/5
1.6 Dynamic auto	263 600	6.7	159	n/a	4/1.6	77	144	A/4
2.0 Individual	293 600	6.1	145	8.9	4/2.0	121	210	M/6
2.0 Individual auto	304 100	5.8	139	10.4	4/2.0	121	210	A/6
2.0 Astina	330 800	5.8	139	10.4	4/2.0	121	210	A/6

BT-50**VERDICT** | Massively improved in every area bar the looks

BT-50	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.2 SLX	292 200	7.6	199	n/a	4/2.2TD	110	375	M/6
FreeStyle Cab								
2.2 SLX	307 300	7.7	202	n/a	4/2.2TD	110	375	M/6
3.2 SLE	350 400	9.3	245	n/a	5/3.2TD	147	470	M/6
3.2 SLE auto	362 400	9.1	239	n/a	5/3.2TD	147	470	A/6
3.2 4x4 SLE	402 400	9.8	258	n/a	5/3.2TD	147	470	M/6
double cab								
2.2 SLE	370 400	7.7	202	n/a	4/2.2TD	110	375	M/6
3.2 SLE	402 400	9.3	245	n/a	5/3.2TD	147	470	M/6
3.2 SLE auto	412 400	9.1	239	n/a	5/3.2TD	147	470	A/6
3.2 4x4 SLE	454 400	9.8	258	n/a	5/3.2TD	147	470	M/6
3.2 4x4 SLE auto	466 400	9.7	255	n/a	5/3.2TD	147	470	A/6

MAZDA5**VERDICT** | Manic grin, creased doors hide excellent family car

MAZDA5	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.0 Original	268 900	8.2	194	10.8	4/2.0	106	180	M/6
2.0 Active auto	283 500	8.3	198	13.1	4/2.0	106	180	A/5
2.0 Individual	294 200	8.2	198	10.8	4/2.0	106	180	M/6
2.0 Individual auto	308 500	8.3	198	13.1	4/2.0	106	180	A/5

CX-5**VERDICT** | As good as any in the class. Shortlist

CX-5	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.0 Active	319 500	6.4	149	9.3	4/2.0	121	210	M/6
2.0 Active auto	329 300	6.4	148	9.5	4/2.0	121	210	A/6
2.0 Dynamic	329 600	6.4	149	9.3	4/2.0	121	210	M/6
2.2DE Active	378 300	5.7	151	10.0	4/2.2TD	110	380	A/6
2.5 Individual	408 700	6.9	160	n/a	4/2.5	141	256	A/6
2.2DE AWD Akera	465 400	5.9	155	9.77	4/2.2TD	129	420	A/6

MAZDA6**VERDICT** | Refined, quiet and stylish new flagship

MAZDA6	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
2.0 Active	342 000	6.1	142	n/a	4/2.0	114	200	M/6
2.0 Active auto	358 000	6.0	138	n/a	4/2.0	114	200	A/6
2.5 Dynamic	373 000	6.6	153	9.1	4/2.5	138	250	A/6
2.5 Individual	399 500	6.6	153	9.1	4/2.5	138	250	A/6
2.2DE Dynamic	404 000	5.3	139	8.4	4/2.2TD	129	420	A/6
2.2DE Atenza	430 500	5.3	139	8.4	4/2.2TD	129	420	A/6

McLAREN**540C****VERDICT** | Who buys an entry-level Macca?

540C	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
540C	POA	11.1	258	3.5	V8/3.8T	397	540	D/7

570S**VERDICT** | McLaren plays the numbers game. Scores

570S	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
570S	POA	11.1	258	3.2	V8/3.8T	419	600	D/7

650S**VERDICT** | A prettier, punchier, more engaging 12C

650S	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
coupe	POA	11.7	275	3.0	V8/3.8T	478	678	S/7
Spider	POA	11.7	275	3.0	V8/3.8T	478	678	S/7

675LT**VERDICT** | More power, better aero for new range-topper

675LT	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
675LT	POA	11.7	275	2.9	V8/3.8T	496	700	D/7

MERCEDES-BENZ / MERCEDES-AMG**A-CLASS****VERDICT** | Reinvented hatch's appeal let down by harsh ride

A-CLASS	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
A200	376 642	5.8	136	8.4	4/1.6T	115	250	M/6
A200 auto	394 334	5.7	133	8.3	4/1.6T	115	250	D/7
A200CDI	404 400	4.5	116	9.3	4/2.1TD	100	300	M/6
A200CDI auto	422 400	4.1	108	9.2	4/2.1TD	100	300	D/7
A220CDI	444 400	4.4	115	8.2	4/2.1TD	125	350	D/7
A250 Sport	481 273	6.4	148	6.95	4/2.0T	155	350	D/7
A45 AMG 4Matic	659 717	7.1	165	4.6	4/2.0T	265	450	D/7

B-CLASS**VERDICT** | Same-again tailboy hatch gets tech, quality boost

B-CLASS	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
B200	399 436	5.8	134	8.6	4/1.6T	115	250	M/6
B200 auto	416 923	5.5	129	8.4	4/1.6T	115	250	D/7
B200CDI	414 300	4.5	117	9.9	4/2.1TD	100	300	M/6
B200CDI auto	432 300	4.2	111	9.8	4/2.1TD	100	300	D/7
B220CDI	459 200	4.3	111	8.3	4/2.1TD	125	350	D/7
B250 AMG	479 170	6.3	147	6.8	4/2.0T	155	350	D/7

CLA**VERDICT** | Sexier, pricier A-Class with a boot

CLA	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
CLA200	408 429	5.7	131	8.6	4/1.6T	115	250	M/6
CLA200 auto	426 326	5.5	130	8.5	4/1.6T	115	250	D/7
CLA220 CDI	465 600	4.5	117	8.2	4/2.1TD	125	350	D/7
CLA250 Sport 4Matic	565 588	6.6	154	6.6	4/2.0T	155	350	D/7
CLA45 AMG 4Matic	741 617	7.1	165	4.91	4/2.0T	265	450	D/7

GLA**VERDICT** | High-riding A-Class for the mink and manure set

GLA	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
GLA200	440 849	5.9	139	8.9	4/1.6T	115	250	M/6
GLA200 auto	458 747	5.9	138	8.8	4/1.6T	115	250	D/7
GLA200CDI	465 000	4.5	119	10.0	4/2.1TD	100	300	M/6
GLA200CDI auto	483 000	4.5	119	9.9	4/2.1TD	100	300	D/7
GLA220CDI 4Matic	538 631	5.1	132	8.76	4/2.1TD	125	350	D/7
GLA250 4Matic	614 288	6.6	154	7.1	4/2.0T	155	350	D/7
GLA45 AMG 4Matic	790 843	7.5	175	4.8	4/2.0T	265	450	D/7

C-CLASS SEDAN / ESTATE**VERDICT** | Like the brilliant new S-Class, just smaller

C-CLASS	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
sedan								
C180	437 418	5.5	127	8.2	4/1.6T	115	250	M/6
C180 auto	456 739	5.8	135	8.5	4/1.6T	115	250	A/7
C200	459 731	5.7	132	7.5	4/2.0T	135	300	M/6
C200 auto	478 129	5.6	131	7.85	4/2.0T	135	300	A/7
C220d	482 000	4.2	109	8.1	4/2.1TD	125	400	M/6
C220d auto	500 500	4.5	117	7.8	4/2.1TD	125	400	A/7
C250	529 749	5.9	139	6.6	4/2.0T	155	350	A/7
C250d	553 100	4.5	117	6.6	4/2.1TD	150	500	A/7
C300	566 196	6.3	146	5.9	4/2.0T	180	370	A/9
Mercedes-AMG C63	1 052 287	8.2	192	4.1	V8/4.0T	350	650	S/7
Mercedes-AMG C63 Edition 1	1 264 287	8.2	192	4.1	V8/4.0T	350	650	S/7
Mercedes-AMG C63 S	1 217 595	8.4	195	4.0	V8/4.0T	375	700	S/7
Mercedes-AMG C63 S Edition 1	1 392 595	8.4	195	4.0	V8/4.0T	375	700	S/7

estate	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
C180	471 231	5.6	132	8.4	4/1.6T	115	250	M/6
C180 auto	490 039	5.8	135	8.7	4/1.6T	115	250	A/7
C200	493 339	5.8	135	7.7	4/2.0T	135	300	M/6
C200 auto	512 352	6.0	140	7.5	4/2.0T	135	300	A/7
C250d	586 400	4.8	124	6.9	4/2.1TD	150	500	A/7

C-CLASS COUPÉ**VERDICT** | Overshadowed by new sedan but still a class act

C-CLASS	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
C180	482 875	6.4	149	8.5	4/1.6T	115	250	M/6
C180 auto	501 170	6.3	147	8.5	4/1.6T	115	250	A/7
C250	590 112	7.0	163	7.2	4/1.8T	150	310	A/7
C250CDI	591 049	5.3	139	7.1	4/2.1TD	150	500	A/7
C350	702 514	7.0	164	6.0	V6/3.5	225	370	A/7
C63 AMG	1 101 316	12.0	280	4.4	V8/6.2	336	600	S/7
C63 AMG Edition 507	1 223 316	12.0	280	4.2	V8/6.2	373	610	S/7
C63 AMG Legacy Edition	1 556 816	12.0	280	4.2	V8/6.2	373	610	S/7

GLC**VERDICT** | Mid-size meanderwagen is Merc's best crossover

GLC	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR
GLC220d	602 260	5.5	143	8.3	4/2.1TD	125	400	A/9
GLC250d	622 260	5.5	143	7.6	4/2.1TD	150	500	A/9
GLC250	609 620	7.1	166	7.3	4/2.0T	155	350	A/9
GLC300	660 748	7.6	177	n/a	4/2.0T	175	370	A/9

E-CLASS COUPÉ/CABRIOLET							
VERDICT Mixes sexier suits, prestige, power and efficiency							
E-CLASS	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
coupé							
E250	663 557	6.1	142	7.1	4/2.0T	155	350 A/7
E250CDI	684 123	4.9	129	7.3	4/2.1TD	150	500 A/7
E400	885 348	7.6	177	5.2	V6/3.0T	245	480 A/7
E500	1 074 431	8.9	209	4.8	V8/4.7T	300	600 A/7
cabriolet							
E250	749 278	6.5	150	7.5	4/2.0T	155	350 A/7
E400	980 869	7.9	185	5.3	V6/3.0T	245	480 A/7
E500	1 144 142	9.1	213	4.9	V8/4.7T	300	600 A/7



CLS							
VERDICT Drives better, looks worse							
CLS	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
CLS250CDI	807 447	5.3	138	7.5	4/2.1TD	150	500 A/9
CLS350 BlueTec	948 857	5.4	142	6.5	V6/3.0T	190	370 A/9
CLS400	947 353	7.3	170	5.3	V6/3.0T	245	480 A/7
CLS500	1 195 305	8.5	199	4.8	V8/4.7T	300	600 A/9
CLS63 AMG S	1 707 389	10.4	243	3.6	V8/5.5T	430	800 S/7



GLE							
VERDICT The ML is no longer. Welcome the new GLE							
GLE	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
GLE250d	866 694	5.9	156	8.6	4/2.1TD	150	500 A/9
GLE350d	970 053	6.6	179	7.1	V6/3.0TD	190	620 A/9
GLE400	968 747	9.2	215	6.1	V6/3.0T	245	480 A/7
GLE500	1 181 287	11.5	269	5.3	V8/4.7T	320	700 A/7
Mercedes-AMG GLE63	1 726 006	11.8	276	4.3	V8/5.5T	410	700 A/7
Mercedes-AMG GLE63 S	1 855 006	11.8	276	4.2	V8/5.5T	430	760 A/7



GLE COUPÉ							
VERDICT Sportier, sleeker ML. Nobody mention X6							
GLE COUPÉ	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
GLE350d	1 006 774	7.2	187	7.0	V6/3.0TD	190	620 A/9
GLE450 AMG	1 110 057	9.4	219	5.7	V6/3.0T	270	520 A/9
Mercedes-AMG GLE63 S	1 876 111	11.9	278	4.2	V8/5.5T	430	760 A/7



GL							
VERDICT Classy, go-anywhere 7-seater waftmobile							
GL	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
GL350 BlueTec	1 163 031	8.0	209	7.9	V6/3.0TD	190	620 A/7
GL500	1 324 387	11.5	269	5.4	V8/4.7T	320	700 A/7
GL63 AMG	1 991 537	12.3	288	5.48	V8/5.5T	410	760 A/7



G-CLASS							
VERDICT For those who appreciate a high differential count							
G-CLASS	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
G300CDI Professional	1 053 986	11.7	307	12.3	V6/3.0TD	135	400 A/5
G350d	1 435 955	9.9	261	8.8	V6/3.0TD	180	600 A/7
G500	1 564 393	14.9	348	6.1	V8/5.5	285	530 A/7
Mercedes-AMG G63	2 176 725	13.8	322	5.4	V8/5.5T	420	760 A/7



SL							
VERDICT Nothing says 'I've arrived' like an SL							
SL	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
SL400	1 267 253	7.7	179	5.2	V6/3.0T	245	480 A/7
SL500	1 611 944	9.2	214	4.6	V8/4.7T	320	700 A/7
SL63 AMG	2 152 789	9.9	231	4.2	V8/5.5T	430	900 S/7
SL65 AMG	2 790 990	11.6	270	4.0	V12/6.0T	463	1 000 A/7



S-CLASS							
VERDICT Tech masterpiece. So clever it could drive itself							
S-CLASS	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
S-Class							
S350 BlueTec	1 324 391	5.9	155	6.8	V6/3.0TD	190	620 A/7
S400 Hybrid	1 338 901	6.8	159	6.8	V6/3.5e 245e 370+e	A/7	
S500	1 721 742	9.1	213	4.8	V8/4.7T	335	700 A/7
S63 AMG	2 361 204	10.1	237	4.4	V8/5.5T	430	900 S/7
S-Class L							
S350 BlueTec L	1 361 399	6.0	158	6.8	V6/3.0TD	190	620 A/7



S400 Hybrid L	1 375 601	6.8	159	6.8	V6/3.5e 245e 370+e	A/7	
S400 L	1 371 054	7.7	179	5.3	V6/3.0T	245	480 A/7
S500 L	1 760 442	9.1	213	4.8	V8/4.7T	335	700 A/7
S600 L	2 271 574	11.3	264	4.6	V12/6.0T	390	830 A/7
S63 AMG L	2 398 604	10.1	237	4.4	V8/5.5T	430	900 S/7
S65 AMG L	2 972 813	11.9	279	4.3	V12/6.0T	463	1 000 A/7

MERCEDES-AMG GT							
VERDICT Noise, emotion, beauty – the GT has it all							
AMG GT	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
GT	1 651 850	9.3	216	4.0	V8/4.0T	340	600 S/7
GT S	1 991 670	9.6	224	3.8	V8/4.0T	375	650 S/7
GT S Edition 1	2 202 670	9.6	224	3.8	V8/4.0T	375	650 S/7



S-CLASS COUPÉ							
VERDICT Hyper-tech grand tourer leans towards greatness							
S-CLASS COUPÉ	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
S500	1 921 618	8.8	204	4.6	V8/4.7T	335	700 A/9
S63 AMG	2 511 104	10.1	237	4.2	V8/5.5T	430	900 S/7
S65 AMG	3 087 013	11.9	279	4.1	V12/6.0T	463	1 000 S/7



MERCEDES-MAYBACH							
S-CLASS							
VERDICT S-Class for short bankers and LWB supermodels							
S-CLASS	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
Mercedes-Maybach S500	2 058 926	8.9	207	5.0	V8/4.7T	335	700 A/9
Mercedes-Maybach S600	2 565 800	11.7	274	5.0	V12/6.0T	390	830 A/7



MG							
MG3							
VERDICT MG plays Polo in custom clothing							
MG3	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.5	159 900	5.9	138	11.5	4/1.5	78	135 M/5
1.5 Wired	185 900	5.9	138	11.5	4/1.5	78	135 M/5
1.5 Style	199 900	5.9	138	11.43	4/1.5	78	135 M/5
1.5 Style R	210 000	5.9	138	n/a	4/1.5	88	135 M/5



MG6							
VERDICT Made in China, compiled in England							
MG6	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
saloon							
1.8T Comfort	249 900	7.9	184	8.4	4/1.8T	118	215 M/5
1.8T R Comfort	270 900	7.9	184	8.4	4/1.8T	118	215 M/5
1.8T Comfort RG Motorsport	299 900	7.9	184	n/a	4/1.8T	165	315 M/5
1.8T Luxury	259 900	7.9	184	8.4	4/1.8T	118	215 M/5
1.8T Deluxe	289 900	7.9	184	8.4	4/1.8T	118	215 M/5
1.8T R Deluxe	309 900	7.9	184	8.4	4/1.8T	118	215 M/5
1.8T Deluxe RG Motorsport	330 900	7.9	184	n/a	4/1.8T	165	315 M/5
fastback							
1.8T Comfort	249 900	7.9	184	8.4	4/1.8T	118	215 M/5
1.8T R Comfort	270 900	7.9	184	8.4	4/1.8T	118	215 M/5
1.8T Comfort RG Motorsport	299 900	7.9	184	n/a	4/1.8T	165	315 M/5
1.8T Luxury	259 900	7.9	184	8.4	4/1.8T	118	215 M/5
1.8T Deluxe	289 900	7.9	184	8.4	4/1.8T	118	215 M/5
1.8T R Deluxe	309 900	7.9	184	8.4	4/1.8T	118	215 M/5
1.8T Deluxe RG Motorsport	330 900	7.9	184	n/a	4/1.8T	165	315 M/5



MINI							
HATCH							
VERDICT All-new, but you'll have to get in to know							
HATCH	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
3-door							
One	259 800	4.6	108	9.9	3/1.2T	75	180 M/6
Cooper	303 500	4.7	110	7.9	3/1.5T	100	230 M/6
Cooper auto	320 400	4.9	115	7.8	3/1.5T	100	230 A/6
Cooper S	371 847	5.9	138	6.94	4/2.0T	141	300 M/6
Cooper S auto	387 618	5.5	127	6.7	4/2.0T	141	300 A/6
John Cooper Works	421 694	6.7	156	6.3	4/2.0T	170	320 M/6



John Cooper Works auto	441 436	5.8	134	6.1	4/2.0T	170	320 A/6
5-door							
One	269 800	4.8	112	10.1	3/1.2T	75	180 M/6
Cooper	312 500	4.9	114	8.2	3/1.5T	100	230 M/6
Cooper auto	329 400	5.0	116	8.1	3/1.5T	100	230 A/6
Cooper S	383 052	6.0	140	6.9	4/2.0T	141	300 M/6
Cooper S auto	398 823	5.5	129	6.8	4/2.0T	141	300 A/6

COUNTRYMAN							
VERDICT BMW X0.5							
COUNTRYMAN	PRICE	L/100	CO ₂ 0-100	CYL/CC	KW	NM	GEAR
Cooper	343 283	6.5	152	10.5	4/1.6	90	160 M/6
Cooper auto	362 748	7.6	177	11.6	4/1.6	90	160 A/6
Cooper S	404 488	6.6	154	7.6	4/1.6T	135	260 M/6
Cooper S auto	423 543	7.5	175	7.9	4/1.6T	135	260 A/6
John Cooper Works ALL4	501 272	8.0	186	7.0	4/1.6T	160	280 M/6
John Cooper Works ALL4 auto	518 890	8.3	193	7.0	4/1.6T	160	280 A/6



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PAJERO**VERDICT** | Avoid Spanish-speaking countries and the Dakar

PAJERO	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
3-door 3.2DI-D GLS	579 900	10.1	245	12.0 4/3.2TD	140	441	A/5
5-door 3.2DI-D GLS	649 900	10.1	245	12.3 4/3.2TD	140	441	A/5
5-door 3.2DI-D GLS Exceed	669 900	10.1	245	12.3 4/3.2TD	140	441	A/5

NISSAN**MICRA****VERDICT** | Decent package, cartoon style

MICRA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.2 Visia+	150 500	5.2	124	13.2 3/1.2	56	104	M/5
1.5 Tekna	182 000	6.3	150	9.78 4/1.5TD	73	134	M/5

NP200**VERDICT** | Tasked with replacing a RWD icon, and it's up for it

NP200	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.6i	143 200	8.1	192	n/a 4/1.6	64	128	M/5
1.6i pack	161 000	8.1	192	n/a 4/1.6	64	128	M/5
1.6i Stealth	174 600	8.1	192	n/a 4/1.6	64	128	M/5
1.6 16v S	174 100	8.0	189	n/a 4/1.6	77	148	M/5
1.6 16v SE	204 900	8.0	189	11.39 4/1.6	77	148	M/5
1.5dCi pack	203 900	5.3	140	n/a 4/1.5TD	63	200	M/5
1.5dCi SE	228 000	5.3	140	n/a 4/1.5TD	63	200	M/5

ALMERA**VERDICT** | The new Tidda is a Micra with a boot called Almera

ALMERA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.5 Acenta	186 000	6.3	149	n/a 4/1.5	73	134	M/5
1.5 Acenta auto	197 900	7.2	171	n/a 4/1.5	73	134	A/4

SENTRA**VERDICT** | Popular nameplate returns. Not much fanfare

SENTRA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.6 Acenta	238 100	6.6	156	n/a 4/1.6	85	154	M/5
1.6 Acenta auto	261 500	6.2	149	n/a 4/1.6	85	154	C/V

NV200 COMBI**VERDICT** | Nissan's take on a people mover

NV200 COMBI	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.6i Visia	286 100	7.3	169	n/a 4/1.6	81	153	M/5
1.5dCi Visia	313 000	5.1	134	n/a 4/1.5TD	66	200	M/5

NP300 HARDBODY**VERDICT** | No-frills worker bee

NP300 HARDBODY	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.0	166 900	10.0	237	n/a 4/2.0	84	169	M/5
2.5TDI	196 600	8.0	211	n/a 4/2.5TD	98	304	M/5
2.5TDI Hi-rider	267 800	8.0	211	n/a 4/2.5TD	98	304	M/5
2.4 4x4	271 800	11.1	261	n/a 4/2.4	105	205	M/5
2.5TDI 4x4	302 200	9.4	247	n/a 4/2.5TD	98	304	M/5
double cab							
2.5TDI Hi-rider	341 500	8.8	233	n/a 4/2.5TD	98	304	M/5
2.4 Hi-rider	322 400	11.0	259	n/a 4/2.4	105	205	M/5
2.4 4x4	389 500	11.7	274	n/a 4/2.4	105	205	M/5

JUKE**VERDICT** | Polo-sized crossover carves its own niche

JUKE	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.2T Acenta	258 700	5.6	129	11.82 4/1.2T	85	190	M/6
1.2T Acenta+	282 100	5.6	129	10.8 4/1.2T	85	190	M/6
1.5dCi Acenta+	304 400	4.2	109	12.09 4/1.5TD	81	260	M/6
1.6T Tekna	330 800	6.0	159	7.46 4/1.6T	140	240	M/6
1.6T 4WD Tekna	370 300	6.5	169	8.2 4/1.6T	140	240	C/V

QASHQAI**VERDICT** | Retakes the compact crossover crown

QASHQAI	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.2T Visia	287 500	6.2	144	10.9 4/1.2T	85	190	M/6

1.2T Acenta	317 800	6.2	144	11.12 4/1.2T	85	190	M/6
1.2T Acenta auto	334 200	6.2	144	12.9 4/1.2T	85	165	C/V
1.5dCi Acenta	338 800	4.2	109	11.9 4/1.5TD	81	260	M/6
1.6T Acenta	364 800	6.2	144	9.1 4/1.6T	120	240	M/6
1.6dCi Acenta auto	392 100	4.9	129	11.1 4/1.6TD	96	320	C/V
1.6dCi AWD Acenta	393 400	5.3	139	10.5 4/1.6TD	96	320	M/6

X-TRAIL**VERDICT** | Not as rugged or utilitarian. Is that good or bad?

X-TRAIL	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.0 XE	327 700	8.3	197	11.1 4/2.0	106	200	M/6
2.5 4x4 SE	364 200	8.3	197	10.5 4/2.5	126	233	C/V
1.6dCi XE	351 000	5.1	134	10.5 4/1.6TD	96	320	M/6
1.6dCi 4x4 SE	388 300	5.3	139	11.0 4/1.6TD	96	320	M/6
1.6dCi 4x4 LE	473 600	5.3	139	11.5 4/1.6TD	96	320	M/6

NAVARA**VERDICT** | Makes fans easily, though not the only big boy now

NAVARA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
KingCab							
2.5dCi XE	362 100	8.7	229	13.62 4/2.5TD	106	356	M/6
2.5dCi 4x4 XE	406 400	9.0	238	n/a 4/2.5TD	128	403	M/6
double cab							
2.5dCi XE	379 700	8.7	229	n/a 4/2.5TD	106	356	M/6
2.5dCi 4x4 XE	430 600	9.0	238	n/a 4/2.5TD	128	403	M/6
2.5dCi LE	448 300	8.3	217	n/a 4/2.5TD	128	403	M/6
2.5dCi 4x4 LE auto	514 100	9.0	238	n/a 4/2.5TD	140	450	A/5
3.0dCi V6 4x4 LE	659 500	9.3	246	9.3 V6/3.0TD	170	550	A/7

LEAF**VERDICT** | SA's first electric offering. 160km range per charge

LEAF	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
Leaf	492 800	0.0	0	11.5 elec	80	254	A

370Z**VERDICT** | Still a brilliant driver's car despite age

370Z	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
coupe	650 200	10.5	248	5.3 V6/3.7	245	363	M/6
coupe auto	668 700	10.4	245	5.6 V6/3.7	245	363	A/7

PATROL**VERDICT** | Old-school 4x4, big on comfort and value

PATROL	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
3.0DTI pick-up	511 300	10.9	289	n/a 4/3.0TD	110	371	M/5
3.0Di GL	605 000	10.8	287	18.8 4/3.0TD	118	380	M/5
4.8 GRX	698 000	17.7	424	9.9 6/4.8	190	425	A/5

GT-R**VERDICT** | Japan's sensational cyborg supercar

GT-R	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
Premium Edition	1 490 000	11.8	278	2.9 V6/3.8T	397	628	D/6
Black Edition	1 542 000	11.8	278	2.9 V6/3.8T	397	628	D/6

OPEL**ADAM****VERDICT** | First of the new breed, founder would be proud

ADAM	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4	191 800	5.3	125	11.5 4/1.4	74	130	M/5
1.0T Jam	212 000	5.1	119	9.9 3/1.0T	85	170	M/6
1.0T Glam	235 300	5.1	119	9.9 3/1.0T	85	170	M/6

CORSA**VERDICT** | Sharper dynamics, brilliant three-pot turbo

CORSA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.0T Essentia	185 500	5.0	117	10.3 3/1.0T	85	170	M/6
1.0T Enjoy	216 200	5.0	117	10.3 3/1.0T	85	170	M/6
1.0T Cosmo	236 300	5.0	117	11.2 3/1.0T	85	170	M/6
1.4 Enjoy auto	216 500	6.0	140	13.9 4/1.4	66	130	A/6
1.4 Turbo Sport	255 200	5.9	137	9.6 4/1.4T	110	220	M/6

MOKKA**VERDICT** | Turns out it's a bit of a pricey, lethargic inbetween

MOKKA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4 Turbo Enjoy	288 500	6.0	139	9.8 4/1.4T	103	200	M/6
1.4 Turbo Enjoy auto	298 500	6.6	154	10.7 4/1.4T	103	200	A/6
1.4 Turbo Cosmo	325 500	6.0	139	10.61 4/1.4T	103	200	M/6
1.4 Turbo Cosmo auto	335 500	6.6	154	10.7 4/1.4T	103	200	A/6

ASTRA**VERDICT** | Capable and pretty but Opel's 'Golf' still no Golf

ASTRA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
sedan							
1.6 Essentia	264 200	6.6	154	11.9 4/1.6	85	155	M/5
1.4 Turbo Essentia	276 000	5.9	139	10.1 4/1.4T	103	200	M/6
1.4 Turbo Enjoy	287 400	5.9	139	10.1 4/1.4T	103	200	M/6
1.4 Turbo Enjoy auto	297 900	6.6	154	n/a 4/1.4T	103	200	A/6
1.6 Turbo Cosmo	308 600	6.8	159	8.7 4/1.6T	132	266	M/6
hatch							
1.6 Essentia	264 200	5.9	139	11.7 4/1.6	85	155	M/5
1.4 Turbo Essentia	276 000	5.9	138	9.9 4/1.4T	103	200	M/6
1.4 Turbo Enjoy	287 400	5.9	138	9.9 4/1.4T	103	200	M/6
1.6 Turbo Sport	323 100	6.8	159	8.5 4/1.6T	132	266	M/6
GTC / OPC							
GTC 1.6 Turbo Sport	351 200	7.2	168	8.3 4/1.6T	132	266	M/6
OPC	496 300	8.1	189	6.2 4/2.0T	206	400	M/6

VIVARO**VERDICT** | Decent people mover

VIVARO	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.9CDTi Enjoy	419 000	7.7	210	n/a 4/1.9TD	74	240	M/6

PEUGEOT**107****VERDICT** | Facelift banishes cheesy grin

107	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.0 Urban	144 000	4.3	99	13.5 3/1.0	50	93	M/5
1.0 Trendy	155 300	4.3	99	13.5 3/1.0	50	93	M/5

208**VERDICT** | Smaller, lighter, prettier and better than 207

120 THE GOOD, THE BAD & THE UGLY

508									
VERDICT Impressive overall package, but lost in the crowd									
508	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
1.6T Active	387 900	6.4	149	8.6	4/1.6T	115	240	M/6	
1.6T Allure	408 900	7.1	164	9.2	4/1.6T	115	240	A/6	



RCZ									
VERDICT A coupe that drives with plenty of verve									
RCZ	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
1.6T	539 900	6.7	155	7.6	4/1.6T	147	275	M/6	
1.6T auto	542 900	7.3	168	8.4	4/1.6T	115	240	A/6	



PORSCHE

BOXSTER									
VERDICT Brilliant in every way									
BOXSTER	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
Boxster	780 000	7.9	183	5.7	b6/2.7	195	280	D/7	
Black Edition	895 000	7.9	183	5.7	b6/2.7	195	280	D/7	
S	824 000	8.2	190	5.0	b6/3.4	232	360	D/7	
GTS	948 000	8.2	190	4.9	b6/3.4	243	370	D/7	
Spyder	1 010 000	9.9	230	4.5	b6/3.8	276	420	M/6	



CAYMAN									
VERDICT The 911's worst nightmare									
CAYMAN	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
Cayman	783 000	7.9	183	5.6	b6/2.7	202	290	D/7	
S	880 000	8.2	190	4.9	b6/3.4	239	370	D/7	
GTS	1 026 000	8.2	190	4.56	b6/3.4	250	380	D/7	
GT4	1 136 000	10.3	238	4.4	b6/3.8	283	420	M/6	



MACAN									
VERDICT Rewrites the rules for a sporty SUV									
MACAN	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
S diesel	884 000	6.3	159	6.3	V6/3.0TD	180	580	D/7	
S	904 000	9.0	204	5.4	V6/3.0T	250	460	D/7	
turbo	1 275 000	9.2	208	4.8	V6/3.0T	294	550	D/7	



CAYENNE									
VERDICT Who's laughing now? Get your order in quick									
CAYENNE	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
Cayenne	852 000	9.2	215	7.7	V6/3.6	220	400	A/8	
diesel	933 000	6.6	173	7.3	V6/3.0TD	180	550	A/8	
S	998 000	9.5	223	5.5	V6/3.6T	309	550	A/8	
S e-hybrid	1 147 000	3.4	79	5.9	V6/3.0Se 306e 590e	A/8			
S diesel	1 165 000	8.0	209	5.4	V8/4.1TD	283	850	A/8	
GTS	1 176 000	10.0	234	5.2	V6/3.6T	324	600	A/8	
turbo	1 779 000	11.2	261	4.5	V8/4.8T	382	750	A/8	
turbo S	2 255 000	11.5	267	4.1	V8/4.8T	419	800	A/8	



PANAMERA									
VERDICT It's a proper Porsche, but not as you know it									
PANAMERA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
Panamera	1 011 000	8.4	196	6.3	V6/3.6	228	400	D/7	
Panamera Edition	1 055 000	8.4	196	6.3	V6/3.6	228	400	D/7	
diesel	1 039 000	6.4	169	6.0	V6/3.0TD	221	650	D/8	
diesel Edition	1 079 000	6.4	169	6.0	V6/3.0TD	221	650	A/8	
4	1 051 000	8.7	203	6.1	V6/3.6	228	400	D/7	
4 Edition	1 084 000	8.7	203	6.1	V6/3.6	228	400	D/7	
S	1 319 000	8.7	204	5.1	V6/3.0T	309	520	D/7	
S e-hybrid	1 322 000	3.1	71	5.5	V6/3.0Se 306e 590e	D/8			
4S	1 356 000	8.9	208	4.8	V6/3.0T	309	520	D/7	
GTS	1 525 000	10.7	249	4.4	V8/4.8	324	520	D/7	
turbo	2 118 000	10.2	239	4.1	V8/4.8T	382	770	D/7	
turbo S	2 591 000	10.2	239	3.8	V8/4.8T	419	800	D/7	



911									
VERDICT Iconic Porsche in the best shape of its life									
911	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
coupé									
Carrera	1 159 000	8.2	191	4.6	b6/3.4	257	390	D/7	
Carrera Black Edition	1 219 000	8.2	191	4.6	b6/3.4	257	390	D/7	
Carrera 4	1 277 000	8.6	200	4.7	b6/3.4	257	390	D/7	
Carrera 4 Black Edition	1 329 000	8.6	200	4.7	b6/3.4	257	390	D/7	
Carrera S	1 329 000	8.7	202	4.3	b6/3.8	294	440	D/7	
Carrera 4S	1 434 000	9.1	212	4.45	b6/3.8	294	440	D/7	
Carrera GTS	1 484 000	8.7	202	4.0	b6/3.8	316	440	D/7	
Carrera 4 GTS	1 587 000	9.1	212	4.0	b6/3.8	316	440	D/7	
GT3	2 295 000	12.4	289	3.5	b6/3.8	350	440	D/7	
GT3 RS	2 771 000	12.7	296	3.3	b6/4.0	368	460	D/7	
turbo	2 439 000	9.7	227	3.2	b6/3.8T	383	660	D/7	
turbo S	2 890 000	9.7	227	3.1	b6/3.8T	412	750	D/7	
targa									
targa 4	1 411 000	8.7	204	5.0	b6/3.4	257	390	D/7	
targa 4S	1 575 000	9.2	214	4.6	b6/3.8	294	440	D/7	
targa 4 GTS	1 728 000	9.2	214	4.3	b6/3.8	316	440	D/7	



cabriolet									
Carrera	1 300 000	8.4	195	4.8	b6/3.4	257	390	D/7	
Carrera Black Edition	1 330 000	8.4	195	4.8	b6/3.4	257	390	D/7	
Carrera 4	1 411 000	8.7	202	4.9	b6/3.4	257	390	D/7	
Carrera 4 Black Edition	1 428 000	8.7	202	4.9	b6/3.4	257	390	D/7	
Carrera S	1 456 000	8.9	207	4.5	b6/3.8	294	440	D/7	
Carrera 4S	1 575 000	9.2	214	4.5	b6/3.8	294	440	D/7	
Carrera GTS	1 609 000	8.9	207	4.2	b6/3.8	316	440	D/7	
Carrera 4 GTS	1 727 000	9.2	214	4.2	b6/3.8	316	440	D/7	
turbo	2 565 000	9.9	231	3.3	b6/3.8T	383	660	D/7	
turbo S	3 072 000	9.9	231	3.2	b6/3.8T	412	750	D/7	

RENAULT

SANDERO									
VERDICT All new, and now back at the top of the value pile									
SANDERO	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
turbo Expression	129 900	5.2	119	11.1	3/0.9T	66	135	M/5	
turbo Dynamique	152 900	5.2	119	13.28	3/0.9T	66	135	M/5	
Stepway 66kW turbo	174 900	5.4	124	11.1	3/0.9T	66	135	M/5	



CLIO									
VERDICT Style, value, kit and turbo-tech makes it a winner									
CLIO	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
55kW Authentique	172 900	5.5	127	15.4	4/1.2	55	107	M/5	
turbo Expression	199 900	4.5	104	12.84	3/0.9T	70	135	M/5	
turbo Dynamique	219 900	4.5	104	12.2	3/0.9T	70	135	M/5	
turbo GT-Line	229 900	4.5	105	12.2	3/0.9T	70	150	M/5	
RS 200 Lux	309 900	6.3	144	6.7	4/1.6T	147	240	D/6	
RS 200 Cup	339 900	6.3	144	6.7	4/1.6T	147	240	D/6	



DUSTER									
VERDICT Value, capability and rugged looks – a clean sweep									
DUSTER	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
1.6 Expression	215 900	7.6	181	11.5	4/1.6	77	148	M/5	
1.6 Dynamique	233 900	7.6	181	11.5	4/1.6	77	148	M/5	
1.5dCi Dynamique	254 900	4.8	127	12.36	4/1.5TD	80	240	M/6	
1.5dCi Dynamique 4WD	269 900	5.2	135	12.8	4/1.5TD	80	240	M/6	



CAPTUR									
VERDICT Stylish and versatile but slow and dull to drive									
CAPTUR	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
66kW turbo Expression	219 900	4.9	115	12.9	3/0.9T	66	135	M/5	
66kW turbo Dynamique	239 900	4.9	115	12.9	3/0.9T	66	135	M/5	
88kW turbo Dynamique auto	279 900	5.4	125	11.57	4/1.2T	88	190	D/6	




FLUENCE									
VERDICT A lot of car for not a lot of dosh									
FLUENCE	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR		
1.6 Expression	244 900	6.8	155	11.5	4/1.6	82	151	M/5	
2.0 Dynamique	289 900	7.9	182	9.9	4/2.0	103	195	M/6	
2.0 Dynamique auto	299 900	7.7	178	10.1	4/2.0	103	195	C/V	



MÉGANE

VERDICT

A fresh look and top turbo motors add GT appeal



MÉGANE	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
hatch							
81kW Dynamique	259 900	6.9	159	10.5	4/1.6	81	151 M/6
97kW turbo GT Line	289 900	5.4	124	9.7	4/1.2T	97	225 M/6
162kW turbo GT	339 900	7.3	169	6.71	4/2.0T	162	340 M/6
coupé							
81kW Dynamique	259 900	6.9	159	10.5	4/1.6	81	151 M/6
97kW turbo GT Line	289 900	5.4	124	9.7	4/1.2T	97	225 M/6
162kW turbo GT	339 900	7.3	169	7.6	4/2.0T	162	340 M/6
RS Lux 265	389 900	8.2	190	6.51	4/2.0T	195	360 M/6
RS Trophy 275	449 900	7.5	174	6.0	4/2.0T	201	360 M/6

SUBARU

XV

VERDICT | Raised-body Impreza is not without merit



XV	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.0i	319 900	8.0	189	10.5 b4/2.0	110	196	M/6
2.0i auto	331 300	7.9	187	10.7 b4/2.0	110	196	C/V
2.0i-S auto	369 900	7.9	187	10.7 b4/2.0	110	196	C/V

FORESTER

VERDICT | 'Smarter, safer, further' maxim rings true



FORESTER	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.0 X	349 000	7.2	168	10.6 b4/2.0	110	198	M/6
2.5 X	385 300	8.1	187	9.9 b4/2.5	126	235	C/V
2.5 XS	419 200	8.1	187	10.09 b4/2.5	126	235	C/V
2.5 XS Premium	462 500	8.1	187	9.9 b4/2.5	126	235	C/V
2.0 XT	539 300	8.5	197	7.41 b4/2.0T	177	350	C/V

BRZ

VERDICT | Like an 86, but in letters



BRZ	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.0	399 900	7.8	181	7.38 b4/2.0	154	205	M/6
2.0 auto	409 000	7.1	164	8.2 b4/2.0	154	205	A/6

OUTBACK

VERDICT | Another great Scooby out on the fringes



OUTBACK	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.5i-S Premium	479 000	7.3	167	10.2 b4/2.5	129	235	C/V
2.0D Premium	529 000	6.3	165	9.9 b4/2.0TD	110	350	C/V
3.6 R-S Premium	529 000	9.9	230	7.6 b6/3.6	191	350	C/V

LEGACY

VERDICT | Exterior brought up to date, interior left behind



LEGACY	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
3.6 R-S Premium	529 000	9.9	230	7.2 b6/3.6	191	350	C/V

WRX

VERDICT | Involving and fun. Rivals have better cabins



WRX	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
WRX Premium	478 400	9.2	213	6.85 b4/2.0T	197	350	M/6
WRX Premium auto	495 000	8.6	199	6.3 b4/2.0T	197	350	C/V
WRX STI Premium	629 000	10.4	242	5.75 b4/2.5T	221	407	M/6

SUZUKI

CELERIO

VERDICT | Cheap three-pot Suzi is good value. Avoid the auto



CELERIO	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.0 GA	111 900	4.7	110	14.0 3/1.0	50	90	M/5
1.0 GL	126 900	4.7	110	14.0 3/1.0	50	90	M/5
1.0 GL auto	138 400	4.6	108	14.0 3/1.0	50	90	S/5

SPLASH

VERDICT | Shorter but taller than similarly priced Swift



SPLASH	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.2 GA	129 400	5.6	133	12.3 4/1.2	63	113	M/5
1.2 GL	139 400	5.6	133	12.3 4/1.2	63	113	M/5
1.2 GL auto	154 900	6.4	150	n/a 4/1.2	63	113	A/4

SWIFT

VERDICT | Fun, but battles to make a fresh impact



SWIFT	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
DZire sedan							
1.2 GA	135 400	5.2	124	12.6 4/1.2	63	113	M/5
1.2 GL	148 400	5.2	124	12.6 4/1.2	63	113	M/5
1.2 GL auto	163 900	5.9	140	n/a 4/1.2	63	113	A/4
hatch							
1.2 GA	134 400	5.3	126	12.6 4/1.2	63	113	M/5
1.2 GL	146 400	5.7	126	12.6 4/1.2	63	113	M/5
1.2 GL auto	162 400	5.8	137	n/a 4/1.2	63	113	A/4
1.4 GLS	199 900	5.5	132	10.9 4/1.4	70	130	M/5

1.4 GLS auto	214 900	6.2	147	12.3 4/1.4	70	130	A/4
1.6 Sport	239 200	6.5	153	8.7 4/1.6	100	160	M/6

CIAZ

VERDICT | Solid, conservative three-box. No real USP



CIAZ	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4 GL	182 500	5.4	125	n/a 4/1.4	70	130	M/5
1.4 GLX	202 500	5.4	125	n/a 4/1.4	70	130	M/5
1.4 GLX auto	217 500	5.5	131	n/a 4/1.4	70	130	A/4

ERTIGA

VERDICT | Stretched Swift joins the 7-seater brigade



ERTIGA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4 GA	163 900	6.6	156	n/a 4/1.4	70	130	M/5
1.4 GL	183 900	6.6	156	n/a 4/1.4	70	130	M/5
1.4 GL auto	198 900	6.6	156	n/a 4/1.4	70	130	A/4
1.4 GLX	196 400	6.6	156	n/a 4/1.4	70	130	M/5
1.4 GLX auto	211 400	6.6	156	n/a 4/1.4	70	130	A/4

JIMNY

VERDICT | Frugal, affordable and immensely fun.



JIMNY	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.3	228 400	7.2	171	12.48 4/1.3	63	110	M/5
1.3 auto	243 400	7.6	181	17.2 4/1.3	63	110	A/4

SX4

VERDICT | Larger, more refined, but no crossover revolution



SX4	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.6 GL	268 900	5.8	137	11.0 4/1.6	86	156	M/5
1.6 GLX	298 900	5.8	137	11.0 4/1.6	86	156	M/5
1.6 GLX auto	321 900	5.8	137	12.4 4/1.6	86	156	C/V
1.6 GLX AllGrip	322 900	6.2	146	11.59 4/1.6	86	156	M/5
1.6 GLX AllGrip auto	344 900	6.2	146	13.5 4/1.6	86	156	C/V

KIZASHI

VERDICT | Suzuki aims for premium, gets surprisingly close



KIZASHI	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.4 SDLX	339 900	7.9	186	8.49 4/2.4	131	230	M/6
2.4 SDLX auto	356 900	7.9	187	8.8 4/2.4	131	230	C/V

GRAND VITARA

VERDICT | Nip 'n tuck for evergreen soft-roader



GRAND VITARA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.4 Dune	331 900	8.9	212	11.7 4/2.4	122	225	M/5
2.4 Dune auto	346 900	9.9	234	12.0 4/2.4	122	225	A/4
2.4 Summit	401 900	8.9	212	11.7 4/2.4	122	225	M/5
2.4 Summit auto	417 900	9.9	234	12.0 4/2.4	122	225	A/4

TATA

INDICA

VERDICT | Entry-level motoring isn't fun



INDICA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4 LGi	113 995	7.4	168	12.8 4/1.4	55	110	M/5
1.4 LGi Sport	117 995	7.4	168	12.8 4/1.4	55	110	M/5

VISTA

VERDICT | Will find it much tougher in this price bracket



VISTA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4 Ini Bounce	129 995	6.7	159	14.0 4/1.4	55	114	M/5
1.4 Ignis	150 495	6.7	157	13.5 4/1.4	66	116	M/5

MANZA

VERDICT | Vista-with-a-boot is no looker



MANZA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4 Ini	144 995	6.4	151	13.5 4/1.4	66	116	M/5
1.4 Ignis	162 995	6.4	151	13.5 4/1.4	66	116	M/5

SUPER ACE

VERDICT | Could turn out to be Tata's trump card



SUPER ACE EX2	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4TD DLS	139 995	7.2	190	n/a 4/1.4TD	52	135	M/5
1.4TD DLE	149 995	7.2	190	n/a 4/1.4TD	52	135	M/5

WORKER

VERDICT | Apparently farmers are keen



WORKER	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
3L 207 Di Turbo	152 495	n/a	n/a	n/a 4/3.0TD	53	225	M/5

XENON

VERDICT | Improvements make it more of a proposition



XENON	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
3.0L Fleetline	162 495	10.0	264	n/a 4/3.0TD	85	300	M/5
3.0L DLE	199 995	10.0	264	n/a 4/3.0TD	85	300	M/5
XT 2.2L	204 995	9.0	260	n/a 4/2.2TD	110	320	M/5
XT 2.2L 4x4	264 995	9.0	260	n/a 4/2.2TD	110	320	M/5
double cab							
XT 2.2L	259 995	9.0	260	n/a 4/2.2TD	110	320	M/5
XT 2.2L 4x4	294 995	9.0	260	n/a 4/2.2TD	110	320	M/5

TOYOTA

ETIOS

VERDICT | Mechanics sound, but cost saving shows elsewhere



ETIOS	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
hatch 1.5 Xi	137 200	6.0	138	11.3 4/1.5	66	132	M/5
hatch 1.5 Xs	146 500	6.0	138	11.3 4/1.5	66	132	M/5
sedan 1.5 Xi	143 900	5.9	136	11.3 4/1.5	66	132	M/5
sedan 1.5 Xs	153 000	5.9	136	11.3 4/1.5	66	132	M/5
Cross 1.5 Xs	168 000	6.0	138	11.3 4/1.5	66	132	M/5

YARIS

VERDICT | Streamlined model range, but still very pricey



YARIS	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.0	170 000	5.0	117	15.3 3/1.0	51	95	M/5
1.3	196 500	5.6	131	11.7 4/1.3	73	125	M/6
1.3 auto	207 600	5.5	127	12.6 4/1.3	73	125	C/V
Hybrid	277 000	3.6	82	11.8 4/1.5e	74e	111+e	C/V

AVANZA

VERDICT | Still not pretty, but now more compelling




AVANZA	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.3 S	184 800	7.2	172	n/a 4/1.3	67	117	M/5
1.3 SX	199 800	7.2	172	n/a 4/1.3	67	117	M/5
1.5 SX	207 600	7.7	183	n/a 4/1.5	76	136	M/5
1.5 SX auto	224 000	7.6	182	n/a 4/1.5	76	136	A/4
1.5 TX	238 400	7.7	183	n/a 4/1.5	76	136	M/5


COROLLA QUEST


122 THE GOOD, THE BAD & THE UGLY


AURIS									
VERDICT Sharper suited Corolla hatch? Or-is it just us?									
AURIS	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
1.3 X	223 700	5.8	134	12.6	4/1.3	73	128	M/6	
1.6 Xi	249 100	6.2	145	10.0	4/1.6	97	160	M/6	
1.6 XS	259 800	6.2	145	10.0	4/1.6	97	160	M/6	
1.6 XR	287 700	6.2	145	9.55	4/1.6	97	160	M/6	
1.6 XR auto	301 700	6.0	138	10.8	4/1.6	97	160	C/V	
XR HSD	360 300	3.9	91	10.9	4/1.8e	100e	142+e	C/V	
INNOVA									
VERDICT Vast, unsophisticated people-mover									
INNOVA	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
2.7 8-seater	298 600	11.2	265	n/a	4/2.7	118	241	M/5	
2.7 7-seater	317 600	11.2	265	n/a	4/2.7	118	241	M/5	
86									
VERDICT Light, simple, cheap, RWD fun. Brilliant									
86	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
2.0 standard	337 900	7.8	181	7.6	b4/2.0	147	205	M/6	
2.0 high	380 100	7.8	181	7.35	b4/2.0	147	205	M/6	
2.0 high auto	399 300	7.1	164	7.79	b4/2.0	147	205	A/6	
HILUX									
VERDICT No longer the outright bakkie king									
HILUX	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
2.0	212 600	n/a	n/a	n/a	4/2.0	100	182	M/5	
2.0 S	219 200	n/a	n/a	n/a	4/2.0	100	182	M/5	
2.5D-4D	242 100	n/a	n/a	n/a	4/2.5TD	75	200	M/5	
2.5D-4D S	248 000	n/a	n/a	n/a	4/2.5TD	75	200	M/5	
2.5D-4D SRX	296 200	n/a	n/a	n/a	4/2.5TD	75	260	M/5	
2.5D-4D 4x4 SRX	354 200	n/a	n/a	n/a	4/2.5TD	75	260	M/5	
2.7 Raider Legend 45	310 800	n/a	n/a	n/a	4/2.7	118	241	M/5	
2.7 Raider Dakar	315 100	n/a	n/a	n/a	4/2.7	118	241	M/5	
3.0D-4D Raider Legend 45	357 300	n/a	n/a	n/a	4/3.0TD	120	343	M/5	
3.0D-4D 4x4 Raider Legend 45	415 300	n/a	n/a	n/a	4/3.0TD	120	343	M/5	
3.0D-4D Raider Dakar	361 600	n/a	n/a	n/a	4/3.0TD	120	343	M/5	
3.0D-4D 4x4 Raider Dakar	419 600	n/a	n/a	n/a	4/3.0TD	120	343	M/5	
Xtra Cab									
2.5D-4D SRX	309 300	n/a	n/a	n/a	4/2.5TD	75	260	M/5	
3.0D-4D Raider Legend 45	387 300	n/a	n/a	n/a	4/3.0TD	120	343	M/5	
3.0D-4D 4x4 Raider Legend 45	445 600	n/a	n/a	n/a	4/3.0TD	120	343	M/5	
3.0D-4D Raider Dakar	393 100	n/a	n/a	n/a	4/3.0TD	120	343	M/5	
3.0D-4D 4x4 Raider Dakar	451 400	n/a	n/a	n/a	4/3.0TD	120	343	M/5	
double cab									
2.7 Raider Legend 45	391 300	10.8	257	n/a	4/2.7	118	241	M/5	
2.7 Raider Dakar	396 700	10.8	257	n/a	4/2.7	118	241	M/5	
2.5D-4D 4x4 SRX	413 000	8.7	229	n/a	4/2.5TD	75	260	M/5	
2.5D-4D Raider Legend 45	426 400	8.0	211	n/a	4/2.5TD	106	343	M/5	
2.5D-4D Raider Dakar	431 800	8.0	211	n/a	4/2.5TD	106	343	M/5	
3.0D-4D Raider Legend 45	453 800	8.6	226	n/a	4/3.0TD	120	343	M/5	
3.0D-4D Raider Legend 45 auto	467 900	9.7	257	n/a	4/3.0TD	120	343	A/4	
3.0D-4D Raider Dakar	459 200	8.6	226	n/a	4/3.0TD	120	343	M/5	
3.0D-4D Raider Dakar auto	473 300	9.7	257	n/a	4/3.0TD	120	343	A/4	
3.0D-4D 4x4 Raider Legend 45	513 000	8.6	226	n/a	4/3.0TD	120	343	M/5	
3.0D-4D 4x4 Rdr Legend 45 auto	527 300	9.7	257	n/a	4/3.0TD	120	343	A/4	
3.0D-4D 4x4 Raider Dakar	518 400	8.6	226	n/a	4/3.0TD	120	343	M/5	
3.0D-4D 4x4 Raider Dakar auto	532 700	9.7	257	n/a	4/3.0TD	120	343	A/4	
4.0 V6 Raider Legend 45	467 100	12.0	286	n/a	V6/4	175	376	A/5	
4.0 V6 4x4 Raider Legend 45	552 800	12.0	286	n/a	V6/4	175	376	A/5	
4.0 V6 Raider Dakar	472 500	12.0	286	n/a	V6/4.0	175	376	A/5	
4.0 V6 4x4 Raider Dakar	558 200	12.0	286	n/a	V6/4.0	175	376	A/5	
RAV4									
VERDICT Palpably back in the game after warming the bench									
RAV4	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
2.0 GX	311 600	7.7	179	n/a	4/2.0	107	187	M/6	
2.0 GX auto	322 400	7.4	173	n/a	4/2.0	107	187	C/V	
2.2D-4D AWD GX	391 400	5.6	149	n/a	4/2.2TD	110	340	M/6	

2.2D-4D AWD VX	471 400	6.5	172	n/a	4/2.2TD	110	340	A/6
2.5 AWD VX	441 900	8.5	198	n/a	4/2.5	132	233	A/6


QUANTUM									
VERDICT Struggles to shrug off taxi image									
QUANTUM	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
2.7 GL 10-seater bus	407 600	13.8	327	18.4	4/2.7	111	241	M/5	
2.7 GL 14-seater bus	423 200	14.3	339	20.7	4/2.7	111	241	M/5	
2.5D-4D GL 10-seater bus	437 700	9.4	258	25.4	4/2.5TD	75	260	M/5	
2.5D-4D GL 14-seater bus	440 700	9.9	266	28.2	4/2.5TD	75	260	M/5	


FORTUNER									
VERDICT Well-priced and exceptionally capable									
FORTUNER	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
2.5D-4D	391 700	8.0	211	11.2	4/2.5TD	106	343	M/5	
2.5D-4D auto	405 200	9.1	240	n/a	4/2.5TD	106	343	A/4	
3.0D-4D	470 600	8.5	226	11.3	4/3.0TD	120	343	M/5	
3.0D-4D Limited	470 600	8.5	226	11.3	4/3.0TD	120	343	M/5	
3.0D-4D auto	483 900	9.4	248	11.8	4/3.0TD	120	343	A/4	
3.0D-4D Limited auto	483 900	9.4	248	11.8	4/3.0TD	120	343	A/4	
3.0D-4D 4x4	523 900	8.6	228	11.8	4/3.0TD	120	343	M/5	
3.0D-4D 4x4 Limited	523 900	8.6	228	11.8	4/3.0TD	120	343	M/5	
3.0D-4D 4x4 auto	537 500	9.8	259	12.3	4/3.0TD	120	343	A/4	
3.0D-4D 4x4 Limited auto	537 500	9.8	259	12.3	4/3.0TD	120	343	A/4	
4.0 V6	502 900	12.7	303	9.7	V6/4	175	376	A/5	
4.0 V6 4x4	556 100	13.0	309	9.7	V6/4	175	376	A/5	


PRIUS									
VERDICT More green than mean. Ninja with a conscience									
PRIUS	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
HSD Exclusive	438 900	4.1	94	10.4	4/1.8e	100e	142+e	C/V	

LAND CRUISER 70 SERIES									
VERDICT When there's work to be done in the bush									
LAND CRUISER 70 SERIES	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
79.4.0 V6	475 900	n/a	n/a	12.6	V6/4.0	170	360	M/5	
79.4.2D	506 200	n/a	n/a	18.0	6/4.2D	96	285	M/5	
79.4.5D-4D LX V8	579 200	11.6	306	n/a	V8/4.5TD	151	430	M/5	
double cab									
79.4.0 V6	538 100	13.6	320	12.6	V6/4.0	170	360	M/5	
79.4.2D	564 400	13.0	343	20.08	6/4.2D	96	285	M/5	
79.4.5D-4D LX V8	633 800	11.6	306	n/a	V8/4.5TD	151	430	M/5	
wagon / station wagon									
78.4.2D wagon	551 300	11.9	314	18.0	6/4.2D	96	285	M/5	
76.4.2D station wagon	577 300	11.6	306	18.0	6/4.2D	96	285	M/5	
76.4.5D-4D LX V8 station wagon	648 100	11.6	306	n/a	V8/4.5TD	151	430	M/5	

FJ CRUISER									
VERDICT Does the original proud									
FJ CRUISER	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
FJ Cruiser	516 500	11.4	267	8.61	V6/4.0	200	380	A/5	
FJ Sport Cruiser	542 100	11.4	267	7.6	V6/4.0	200	380	A/5	

LAND CRUISER PRADO									
VERDICT Nothing to deter the off-road faithful. A great buy									
LAND CRUISER PRADO	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
3.0DT TX	686 900	8.5	226	11.7	4/3.0TD	120	400	A/5	
4.0 VX	782 300	11.5	266	10.9	V6/4	202	381	A/5	
3.0DT VX	784 500	8.5	226	12.04	4/3.0TD	120	400	A/5	

LAND CRUISER 200									
VERDICT Why not buy a 70 Series and a Fortuner instead?									
LAND CRUISER 200	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
4.6 V8 VX	1 079 800	13.9	327	n/a	V8/4.6	227	439	A/6	
4.5D-4D VX	1 108 800	10.3	273	8.6	V8/4.5TD	173	615	A/6	

VOLKSWAGEN									
UP!									
VERDICT Large on quality, small on price – people's car!									
UP!	PRICE	L/100	CO ₂	0-100	P/T	KW	NM	GEAR	
take up! 1.0	137 600	4.7	108	13.2	3/1.0	55	95	M/5	
move up! 1.0	144 700	4.7	108	13.2	3/1.0	55	95	M/5	
club up! 1.0	153 200	4.7	108	13.2	3/1.0	55	95	M/5	

1.4TSI Comfortline auto	311 900	6.0	138	9.8	4/1.4T	90	200	D/7
1.6TDI Comfortline	312 000	4.5	119	11.29	4/1.6TD	77	250	M/5
1.6TDI Comfortline auto	328 000	4.7	123	11.7	4/1.6TD	77	250	D/7
1.4TSI Highline	335 600	6.0	139	8.3	4/1.4ST	118	240	D/7
2.0TDI Highline	366 300	5.3	138	9.5	4/2.0TD	103	320	D/6

BEETLE**VERDICT** | Drives like Golf, looks like Beetle. Buy a Scirocco

BEETLE	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.2TSI Design	283 300	5.9	137	10.84	4/1.2T	77	175 M/6
Club 1.2TSI	294 800	5.9	137	10.9	4/1.2T	77	175 M/6
1.4TSI Sport	347 500	6.6	153	8.3	4/1.4ST	118	240 M/6
1.4TSI Sport auto	363 500	6.2	143	8.3	4/1.4ST	118	240 D/7

GOLF**VERDICT** | Stratospheric refinement in a subtly evolved shell

GOLF	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
hatch							
1.2TSI Trendline	273 000	4.9	114	10.2	4/1.2T	77	175 M/6
1.4TSI Trendline	289 800	5.2	123	9.3	4/1.4T	90	200 M/6
1.4TSI Comfortline	308 000	5.2	123	9.13	4/1.4T	90	200 M/6
1.4TSI Comfortline auto	324 000	5.0	119	9.3	4/1.4T	90	200 D/7
2.0TDI Comfortline	329 800	4.6	120	10.5	4/2.0TD	81	250 M/5
1.4TSI Highline	336 300	5.3	121	8.4	4/1.4ST	103	250 M/6
2.0TDI Highline	380 900	4.5	119	8.6	4/2.0TD	110	320 D/6
GTI	416 000	6.0	139	6.5	4/2.0T	162	350 M/6
GTI auto	432 000	6.4	148	6.5	4/2.0T	162	350 D/6
GTI Performance auto	452 000	6.4	149	6.4	4/2.0T	169	350 D/6
R	514 000	7.1	165	5.0	4/2.0T	206	380 M/6
R auto	530 000	6.9	159	5.26	4/2.0T	206	380 D/6
cabriolet							
1.4TSI Comfortline	347 400	6.4	149	10.5	4/1.4T	90	200 M/6
1.4TSI Comfortline auto	363 400	6.3	147	10.5	4/1.4T	90	200 D/7
1.4TSI Highline auto	411 600	6.3	148	9.08	4/1.4ST	118	240 D/7
GTI	461 100	7.7	180	7.3	4/2.0T	155	280 D/6

GOLF SV**VERDICT** | VW injects more space into Golf, guns for B-Class

GOLF SV	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.2TSI Trendline	293 900	5.1	117	10.7	4/1.2T	81	175 M/6
1.4TSI Comfortline	325 200	5.4	125	9.9	4/1.4T	92	200 M/6
1.4TSI Comfortline auto	341 200	5.2	121	9.9	4/1.4T	92	200 D/7
2.0TDI Comfortline	346 000	4.6	120	10.5	4/2.0TD	81	250 M/5
2.0TDI Comfortline auto	362 000	4.6	120	10.5	4/2.0TD	81	250 D/6

TOURAN**VERDICT** | The Golf for minivan-lovers

TOURAN	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.2TSI Trendline	307 100	6.4	149	11.9	4/1.2T	77	175 M/6
2.0TDI Trendline	332 400	5.4	144	12.1	4/2.0TD	81	250 M/6
2.0TDI Trendline auto	348 400	5.7	149	12.1	4/2.0TD	81	250 D/6
1.4TSI Highline	353 700	6.8	159	9.5	4/1.4ST	103	220 M/6

AMAROK**VERDICT** | Brilliant one-tonner but plenty of stiff competition

AMAROK	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.0TDI	274 700	7.6	199	13.2	4/2.0TD	103	340 M/6
2.0TDI 4Motion	328 700	7.7	203	13.4	4/2.0TD	103	340 M/6
2.0TDI Trendline	352 900	7.6	199	13.2	4/2.0TD	103	340 M/6
2.0TDI Trendline 4Motion	402 900	7.7	203	13.4	4/2.0TD	103	340 M/6
2.0BITDI Trendline 4Motion	430 100	8.0	211	10.3	4/2.0TD	132	400 M/6
double cab							
2.0TDI Trendline	424 300	7.6	199	13.5	4/2.0TD	103	340 M/6
2.0TDI Trendline 4Motion	475 300	7.7	203	13.7	4/2.0TD	103	340 M/6
2.0BITDI Highline	454 700	7.9	208	10.3	4/2.0TD	132	400 M/6
2.0BITDI Highline auto	472 200	8.2	216	10.6	4/2.0TD	132	420 A/8
2.0BITDI Highline 4Motion	505 700	8.0	211	11.7	4/2.0TD	132	400 M/6
2.0BITDI Highline 4Motion auto	523 200	8.3	219	10.9	4/2.0TD	132	420 A/8

TRANSPORTER**VERDICT** | ... Surely the coolest double cab ever

TRANSPORTER	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.0TDI 75kW	288 100	7.6	198	15.2	4/2.0TD	75	250 M/5
2.0TDI 103kW	329 400	7.8	198	12.4	4/2.0TD	103	340 M/6
2.0TDI 103kW auto	346 900	8.2	217	12.3	4/2.0TD	103	340 D/7
double cab							
2.0TDI	317 500	7.6	198	15.9	4/2.0TD	75	250 M/5
2.0BITDI	375 500	7.8	206	10.3	4/2.0TD	132	400 M/6
2.0BITDI 4Motion	412 400	8.4	222	10.7	4/2.0TD	132	400 M/6

SCIROCCO**VERDICT** | A GTI in fresh party garb

SCIROCCO	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
2.0TSI Highline	369 900	6.1	142	7.4	4/2.0T	132	280 M/6
GTS	439 000	6.4	148	6.9	4/2.0T	162	350 D/6
R	494 200	8.0	187	5.8	4/2.0T	188	350 D/6

TIGUAN**VERDICT** | A hot segment just got hotter

TIGUAN	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.4TSI 90kW Trend&Fun	334 900	6.5	152	10.9	4/1.4T	90	200 M/6
1.4TSI 118kW Trend&Fun	371 200	6.7	156	9.3	4/1.4ST	118	240 M/6
1.4TSI 118kW Trend&Fun auto	387 200	7.1	164	9.3	4/1.4ST	118	240 D/6
2.0TDI Trend&Fun	362 500	5.3	139	11.9	4/2.0TD	81	280 M/6
2.0TDI 4Motion Trend&Fun	428 700	6.5	172	10.7	4/2.0TD	103	320 D/7
2.0TDI 4Motion Track&Field	454 000	6.5	172	10.7	4/2.0TD	103	320 D/7
2.0TDI 4Motion Sport&Style	468 100	6.5	172	10.7	4/2.0TD	103	320 D/7
2.0TSI 4Motion Sport&Style	490 400	8.8	205	7.61	4/2.0T	155	280 D/7

CC**VERDICT** | Merc CLS on the cheap

CC	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
1.8TSI	418 400	7.1	165	8.5	4/1.8T	118	250 D/7
2.0TDI	462 000	5.2	137	8.4	4/2.0TD	130	380 D/6
2.0TSI	463 700	7.8	182	7.3	4/2.0T	155	280 D/6
3.6 V6 4Motion	544 400	9.3	215	5.5	V6/3.6	220	350 D/6

KOMBI / CARAVELLE / CALIFORNIA BEACH**VERDICT** | The way we used to holiday

KOMBI/CARAVELLE/CALIFORNIA BEACH	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
Kombi							
2.0TDI SWB Trendline	465 500	7.2	190	17.9	4/2.0TD	75	250 M/5
2.0TDI LWB Trendline	473 500	7.2	190	17.9	4/2.0TD	75	250 M/5
2.0TDI SWB Trendline auto	493 000	8.0	211	14.7	4/2.0TD	103	340 D/7
2.0TDI SWB Comfortline	539 400	7.5	198	14.2	4/2.0TD	103	340 M/6
2.0TDI SWB Comfortline auto	556 900	8.0	211	14.7	4/2.0TD	103	340 D/7
2.0TDI LWB Comfortline	547 400	7.5	198	14.2	4/2.0TD	103	340 M/6
2.0TDI LWB Comfortline auto	564 900	8.0	211	14.7	4/2.0TD	103	340 D/7
Caravelle							
2.0BITDI	689 300	7.8	206	11.4	4/2.0TD	132	400 M/6
2.0BITDI auto	707 800	8.1	214	11.3	4/2.0TD	132	400 D/7
2.0BITDI 4Motion auto	740 300	8.8	233	12.1	4/2.0TD	132	400 D/7
California Beach							
2.0BITDI 4Motion	714 400	8.4	221	11.4	4/2.0TD	132	400 M/6
2.0BITDI 4Motion auto	732 900	8.8	233	12.1	4/2.0TD	132	400 D/7

TOUAREG**VERDICT** | More style, and better spec makes for great value

TOUAREG	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
V6 Elegance	723 300	10.9	259	7.8	V6/3.6	206	360 A/8
V6 TDI Luxury	808 400	7.2	189	7.8	V6/3.0TD	180	550 A/8
V6 TDI Escape	834 400	7.3	193	7.8	V6/3.0TD	180	550 A/8
V8 TDI Executive	1 010 400	9.1	239	6.04	V8/4.2TD	250	800 A/8

VOLVO**V40****VERDICT** | Convincingly plugs a gaping hole in Volvo's line-up

V40	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
V40							
T3 Kinetic	322 900	5.5	127	8.3	4/2.0T	112	250 M/6
T3 Momentum auto	371 800	5.5	129	8.3	4/1.5T	112	250 A/6
D2 Kinetic	328 500	3.6	94	10.5	4/2.0TD	88	280 M/6
T4 Momentum	375 100	5.5	127	6.9	4/2.0T	140	300 M/6
T4 Momentum auto	394 000	5.5	128	6.9	4/2.0T	140	300 A/6
D3 Momentum	404 500	4.0	104	8.4	4/2.0TD	110	320 A/6
D4 Momentum	413 800	4.2	109	7.2	4/2.0TD	140	400 A/8
T5 Momentum	431 800	5.9	137	6.3	4/2.0T	180	350 A/8
V40 Cross Country							
T4 Momentum	386 700	5.5	128	7.1	4/2.0T	140	300 M/6
T4 Momentum auto	405 600	5.6	129	7.1	4/2.0T	140	300 A/6
D3 Momentum	423 400	4.0	105	8.5	5/2.0TD	110	320 A/6
D4 Momentum	439 100	4.3	112	7.5	4/2.0TD	140	400 A/8
T5 AWD Momentum	474 800	6.4	149	6.1	4/2.0T	180	350 A/8

S60**VERDICT** | Takes Volvo up another gear

S60	PRICE	L/100	CO ₂ 0-100	P/T	KW	NM	GEAR
T3 Kinetic	370 600	5.6	131	8.6	4/2.0T	112	250 M/6
T3 Momentum auto	404 300	5.8	135	8.6	4/1.5T	112	250 A/6
T4 Momentum	437 900	5.8	134	7.2	4/2.0T	140	300 A/6
D4 Momentum	463 800	4.3	113	7.6	4/2.0TD	140	400 A/8
T5 Momentum	496 500	6.2	145	6.3	4/2.0T	180	350 A/8
D5 Inscription	537 300	4.5	119	6.4	4/2.0TD	165	470 A/8
T6 Inscription	561 600	6.4	149	5.9	4/2.0ST	225	400 A/8

V60**VERDICT** | A sexier, sportier, less useful Volvo wagon

V60	PRICE	L/100	CO2 0-100	P/T	KW	NM	GEAR
T3 Momentum	421 600	5.9	138	8.7	4/1.5T	112	250 A/6
T4 Momentum	450 600	5.8	136	7.3	4/2.0T	140	300 A/6
D4 Momentum	473 600	4.4	116	7.7	4/2.0TD	140	400 A/8
T5 Momentum	509 400	6.4	149	6.4	4/2.0T	180	350 A/8
D5 Inscription	550 400	4.8	125	6.5	4/2.0TD	165	470 A/8
T6 Inscription	573 800	6.7	157	6.0	4/2.0ST	225	400 A/8

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British cars to die before you drive

As this issue proves, the UK has a marvellous motoring pedigree. Absolutely none of which is featured here. By **Chris Chilton**



1 AUSTIN ALLEGRO

No list of the UK's untouchables would be complete without the Allegro. Svelte as an Edwardian cook, so unreliable even

Lindsay Lohan would beat it in a JD Power ranking and as engaging to drive as the Google car. And don't get us started on the Quartic steering wheel...

2 AUSTIN 1800

Monster mini, nicknamed the Landcrab, scuttled its way to various top 10 finishes on the international rally circuit, including the Acropolis rally. But you needed the upper body strength of an ancient Greek Olympian to twist steering that was heavier than an Atlas stone and lower geared than a rock-crawling Jeep Wrangler.



3



ROVER CITYROVER

By 2003 MG Rover was all too aware that it hadn't delivered a proper turd in some time and the public was growing impatient. Relief came in the shape of the Indian-built Tata Indica, whose pokey performance was overshadowed by a cabin ambience reminiscent of the toilet from *Trainspotting*.

4 BRISTOL 412

Hiring Zagato to draw your new car in the '60s and '70s was like signing Ridley Scott to direct your new Hollywood picture: as likely to end in disaster as triumph. You might get a DB4 GT; or you might end up with something that looks like a neolithic monobrowed ancestor of a Mk2 Granada with a door handle so low you have to kneel down to reach it.



5



RUBBER BUMPER MGB

We can see the appeal of an earlier B to a mid-'60s cad, all shiny chrome trim and vinyl seats guaranteed to overheat the ladies on a summer's day. But by the late '70s, 13sec to 100kph was 4sec off the pace of one of those new-fangled Golf GTis and the blubber bumper's jacked-up crossover SUV stance killed the looks and handling.

6



BOND BUG

Featuring the guts of Del Boy's Reliant Regal van disguised as a wedge of Red Leicester cheese, the Bond Bug was one of those ideas that seemed hilarious over a beer but probably seems less so when you're being overtaken by guffawing kids scootering their way to school on the adjacent pavement.

7

MINI 5DR

Hardly the worst British car of all time, but certainly one of the ugliest, the bustle-bum Mini takes some stylistic inspiration from the Austin 1800, then adds a bit of Charles Laughton for good measure. One look at this mutant and we vowed never to complain about cookie-cutter Audis ever again.



8



TRIUMPH TR7

Which is worst, the TR7 or its Stag sister? One was so lethargic it couldn't work up a head of steam, the other's V8 boiled like a kettle on hell's hob at the slightest provocation. We'll go for the TR7, a rival to Fiat's X1/9 that was immeasurably less interesting, uglier and even less reliable.

9



DELOREAN DMC-12

Forget those *Back to the Future* fantasies, the real DeLorean was a botch job thrown together by a workforce that didn't have the necessary skill, needed an eternity to reach the famous 88mph and its 'trick' stainless body was actually just a set of mass-adding panels over a conventional fibreglass shell.

10

MORRIS MARINA

While fellow BL machine, the Austin 1300, featured front drive and independent springing all round, this penny-pinching, lowest common denominator dross made do with ancient suspension from the Minor. Mysteriously, it did extremely well in the sales charts. But then so did *Shaddap You Face* by Joe Dolce.



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